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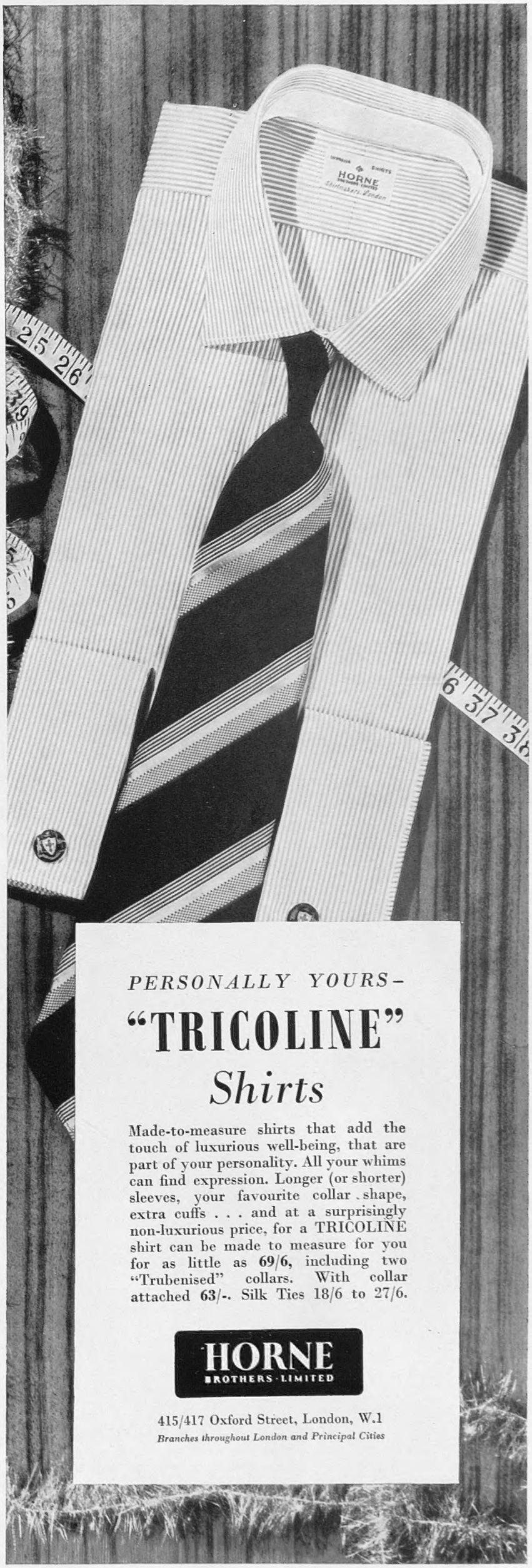

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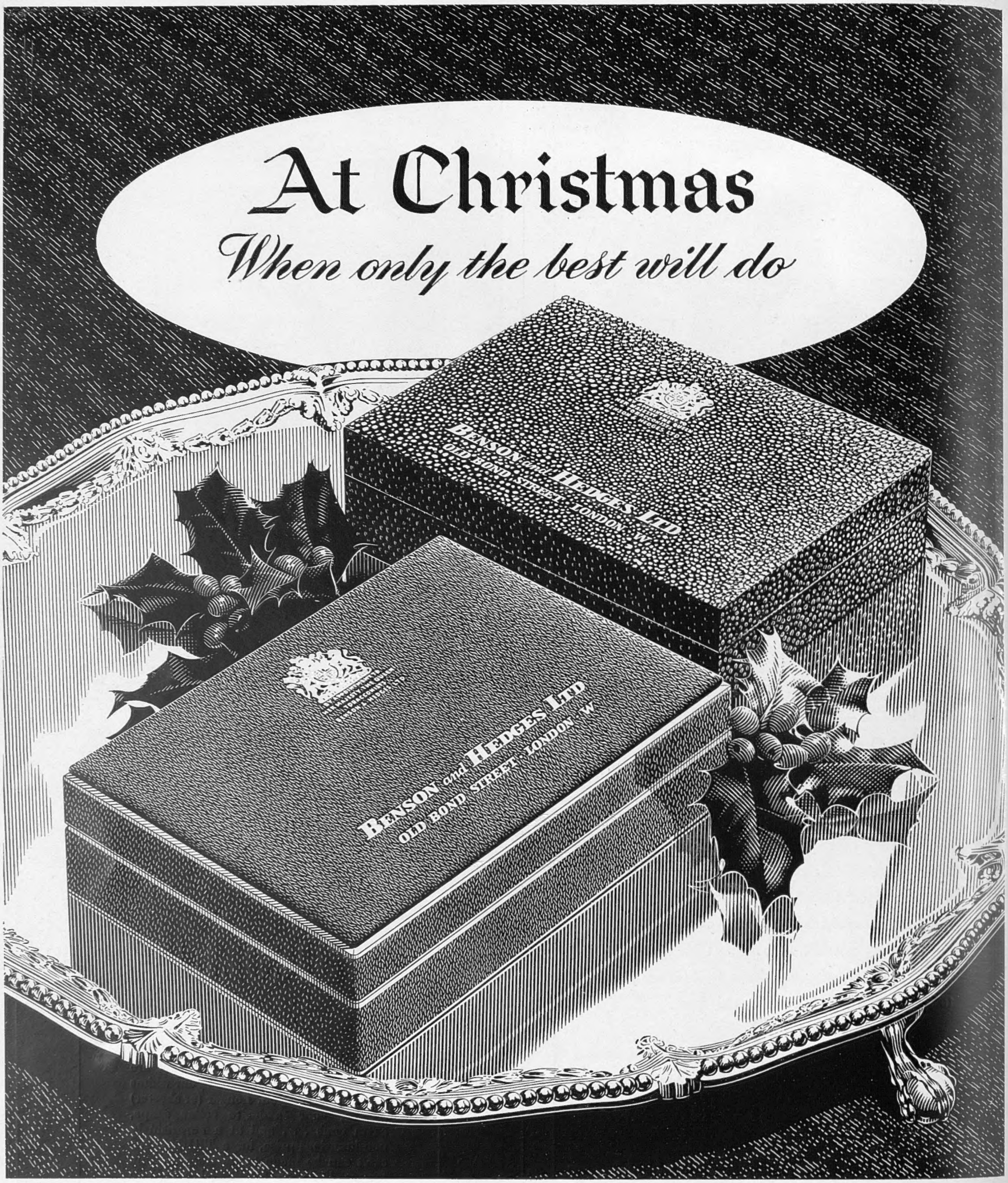

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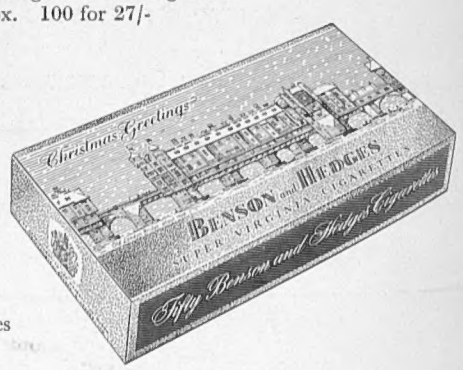

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Volume CCXXXV No. 3061 The SPHERE, London, November 29, 1958

The SPHERE

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BRITAIN'S TRIBUTE TO THE UNITED STATES—THE AMERICAN MEMORIAL CHAPEL IN ST. PAUL'S CATHEDRAL: It has been built at the East End of the building behind the new High Altar. The Dedication was arranged for last Wednesday, in the presence of the Queen, the Duke of Edinburgh, and Vice-President Nixon, of the United States. In the Chapel is the Roll of Honour containing the names of 28,000 Americans who lost their lives in the war while based in this country.

The Dedication of the American Memorial Chapel, on the Eve of the American Thanksgiving Day, marks a further stage in the reconstruction of the East End of St. Paul's Cathedral. The Chapel is the gift of the British people and commemorates "the common sacrifices of the British and American peoples during the Second World War and especially those American servicemen whose names are recorded in its Roll of Honour." It is approached from both sides of the Cathedral through gates of wrought iron which have been re-painted in black and gold. The walls, formed by the curve of the apse, have been lined to the window levels with British oak, and on each side of the altar, with its richly-carved screen and wrought-iron rails, are six oak stalls. Inlaid in the floor of black and white Italian marble are two five-pointed stars (the emblem of the Allied Army of Liberation), and an inscription. The actual Roll of Honour (which was handed to the Dean in 1951) is contained in a glass and gold case which stands on the steps behind the Cathedral's High Altar. There are three windows in the Chapel and their designs include the insignia of the forty-eight United States.

Postage—Inland, 4d.; Canada, 1½d.; Elsewhere Abroad, 4½d.

AN AMUSING MOMENT AT THE ROYAL FESTIVAL HALL, IN LONDON : The Duke of Edinburgh, the Archbishop of Canterbury (Dr. Fisher) and the Moderator of the General Assembly of the Church of Scotland (Dr. J. A. Fraser) are seen in jovial mood before the start of a concert given in aid of the Duke's award scheme. This scheme, instituted by the Duke of Edinburgh, is designed to develop personality among young people.

PRINCESS ALEXANDRA PRESENTS PRIZES TO NURSES : She is seen speaking in the Boldero Library of the medical school at the Middlesex Hospital when she presented awards to the nurses. Sitting on the right of the Princess is Lord Astor of Hever, chairman of the hospital. The matron is Miss M. J. Marriott. During the ceremony Lord Astor of Hever spoke about changes at the hospital, which included a later morning call for patients; a shorter working week and alterations to the nurses' uniform.

A London Newsletter

195-198, STRAND, W.C.2.

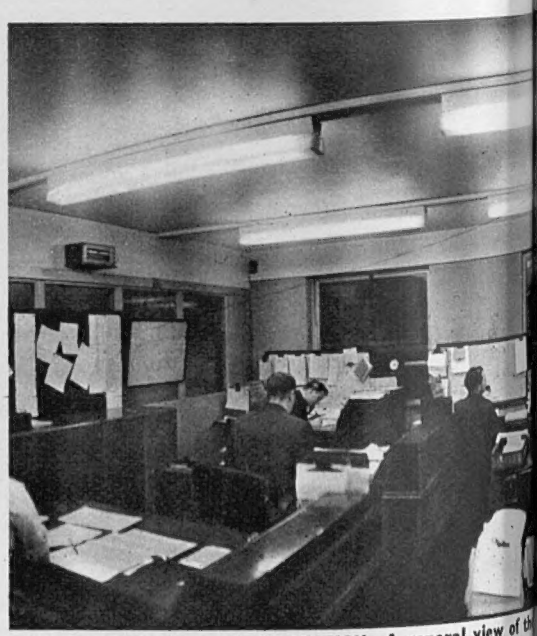
Boothby's Heir.—The new Member for East Aberdeen might have come to dislike the label of "Lord Boothby's heir," if in the event he had proved to have squandered his inheritance in a matter of weeks and tossed away handfuls of votes like guineas. But he did not. On the contrary, as I read it, he has proved so far a model heir. This charming and effervescing young twin of the future Chieftain of the Macleods of Dunvegan seems to be the bright spark that Peterhead and Fraserburgh, and Buchan generally, needed for comfort in the fog and east winds; and, at all times, he can generate any amount of warmth and light from his private battery. In a three-cornered fight, with the Liberals singing quite successfully "Auld Lang Syne" and the Socialists playing up unemployment, the "silver-spoon" boy held the fort and Buchan proved neither a Torrington nor a landslide. Whether a future like that of the younger Pitt awaits "Lord Boothby's heir" remains to be seen. He has made a satisfactory start, and the ladies, I am sure, are on his side.

Unstable Governments.—A close season for *coups d'états* has become almost as desirable as for deer, if not always from humanitarian reasons. Our daily papers seem featureless if they cannot record a new take-over of government somewhere in the world, by the Army or other lovers of "firm, uncorrupt administration." Whether these *coups* are bloodless or bloody, there is usually an interval of time before our agents on the spot can tell us the reasons for the overthrow of the constitution, if indeed it is established. Very probably, the new Ministers themselves need time to marshal their reasons in a guise attractive to the civilised world. South America *passim*, Iraq, Siam, Pakistan, the Sudan—the examples of the triumph of authoritarianism over young democracy are growing all too common. We ourselves are not ignorant of the growing pains of even advanced democracy and have plenty of evidence of the difficulties of its nursery stages throughout the Commonwealth. No doubt, when an experienced Nanny relinquishes control, the old nursery toys still remain potent causes of jealousy and desirable acquisitions until a new order emerges. But whether corruption by the newly-chosen leaders or ambition in their over-throwers is the prime cause of such *coups*, even the reasoned justifications of the latter do not always seem quite clear. Nor is it certain that Army officers make the best politicians. At the moment of writing, General Abboud in the Sudan has still to justify his *coup*, and after that to decide the length of Army and authoritarian rule before the Sudan is judged fit for another experiment in democracy.

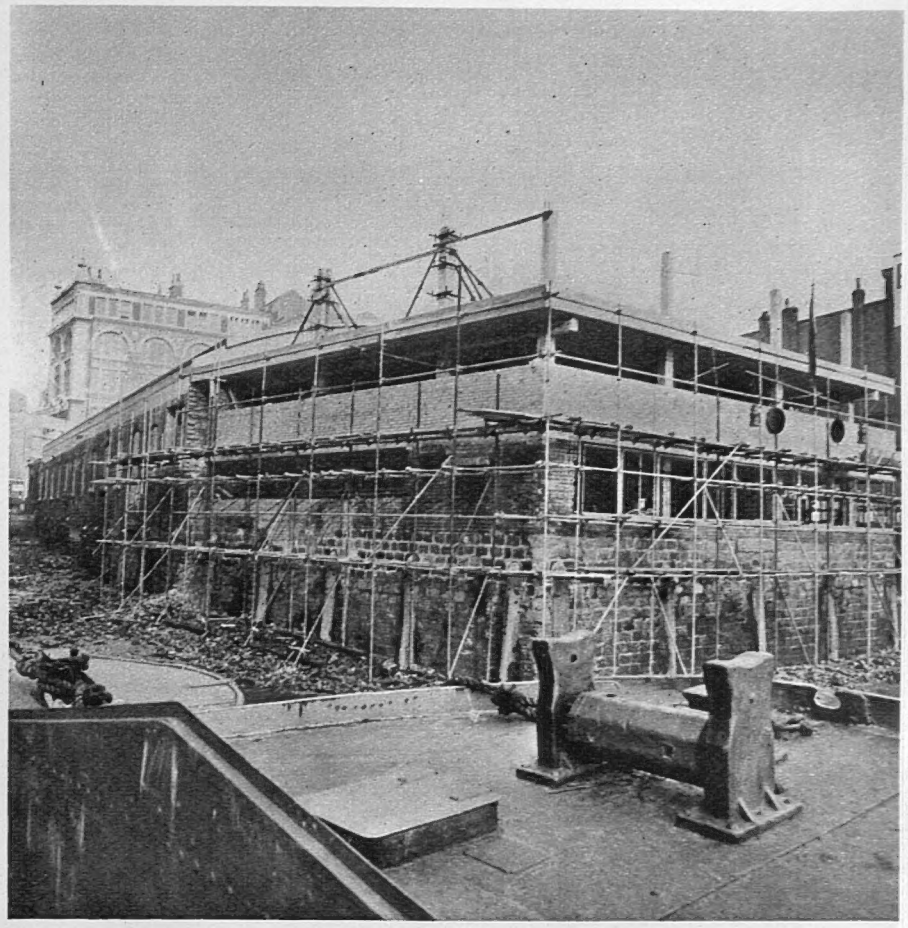
NAAFI Recruits.—The headquarters of NAAFI, after the withdrawal of Cypriot helpers, were thronged and embarrassed by recruits in Britain anxious to fill the gap. It was like a first-night queue for a musical of the *My Fair Lady* grade. Girls in their teens, married women and men of all ages, they would not be denied. There have been many explanations of their motives. Some applied from the love of adventure and desire to see the world ; some to find a way round the ban on wives joining their Service husbands; some to find a job unobtainable in England, but many (according to investigators) "to get away from it all." All what ? The comparative peace and security against want and assassination or loss of property in orderly Britain ? Or away from the "insufferable sufficiency" of labour-saving gadgets and mechanical recreations ? Away from the affliction of radio, blaring out from first light to bedtime non-stop ? Away from washing dirty plates at home to washing them in the Mediterranean ? I applaud the initiative and courage of many of them who undoubtedly read headlines and hear the voices on the "buzz-box." But can it be that they read and hear advertisements that impinge not at all on their minds ? Can it be that, after all the time and money poured out (say) on advertising household goods, here is proof that it is money wasted ? The blurb is read and heard and makes no impression at all ? The popular product succeeds by chance or sheer merit ? If in the last year the "unpleasantness" of life in Cyprus has not got across in Britain, then indeed repetition cuts no ice, and most of these young NAAFI recruits are clamouring for a Mediterranean holiday with pay. On the other hand, of course, some of them may have reason to know that peaceful Britain even to-day is neither a very safe nor a very pleasant place to live in and to work in.

Touchy.—A sense of humour has long been observed to be declining in international relations, in domestic politics and in industrial relations. Touchiness—which is the negation of a sense of humour—has taken its place. Pomposity and self-importance make for touchiness. Men who are constantly called on to talk and men who feel the urge to write down the truth as they see it, are constantly embarrassed by this touchiness. Take Lord Montgomery. Or the Premier. When a Premier goes to a party he is expected to contribute to the flow of soul and if possible in a suitably chaffing style. For my part, if I went to a cocktail party—I don't—I should feel it my duty to chaff somebody and should be surprised and pained if I got a solicitor's letter two days later threatening me with an action for slander for my humorous observations. Without such well-meaning attempts to brighten up an inherently dismal form of social entertainment, the cocktail party would have died a merciful death, long since. So I feel sympathy with our genial and hard-working Premier over Mr. Galuska's official call on Mr. Selwyn Lloyd to protest about words dropped by Mr. Macmillan at a party, and I think Mr. Galuska deserved his snub. Our Premier was trying to be party-polite, not party-political. He is perfectly right in trying to make public affairs less boringly solemn than they are now.

Drunk.—Few rural magistrates would have inferred over the past decade that because only one drunkenness offence was recorded in their division in a given year that only one person had lifted his elbow too high. Secret excess is more common than public indulgence. Still, the "unlucky" drinkers are a signpost to the national degree of intemperance, and the latest statistics show another alarming increase in detected drunkenness—a 36 per cent. increase in two years. Durham and



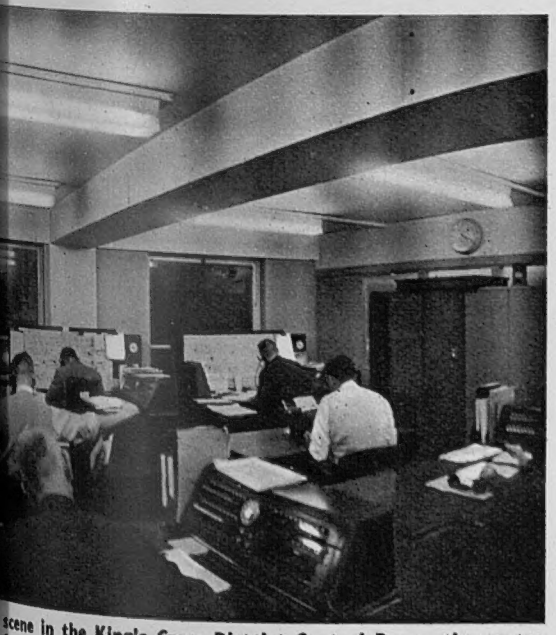
NERVE-CENTRE OF A LONDON STATION: A general view of the from which 109 miles of the Great Northern main line 24 hours of every day of the year direct contact sheds. King's Cross Station alone deals with 300 trains



A NEW THEATRE FOR LONDON : *Left*—A view from the stage of the Mermaid Theatre, in Puddle Dock, Blackfriars, shows the ramping for the seats being erected in the auditorium. Left foreground is the square hole for a trapdoor. *Right*—Work in progress on the theatre as seen from the deck of a barge on the Thames. The lower level of the building (centre) will house a restaurant overlooking the river below Blackfriars Bridge. The floor above that will be dressing-rooms. The new theatre is financed by public subscription.

Northumberland reveal the ugliest record, East Sussex and Cambridgeshire the least ugly. Cambridgeshire, indeed, detected only one "drunk" in 35,000 to Durham's 70. Rupert Brooke said some hard things of Cambridge men and I have found its climate sometimes harsh. The more remarkable, then, is its record for temperance. For I am sure climate has some responsibility for drunkenness, and there are cities in Durham and Northumberland that might well induce recourse to the cup that cheers and inebriates. I could sympathise with a passer-by stopping for a quick one at, say, Tow Law on a foggy, wet December evening. Still, the C.O.I. is well justified in devoting some of its time and money and talent to a new working party, though I don't know whether its findings, if accepted, will effectively stop the rot. For my part, I shouldn't mind if they taxed spirits more and tobacco less. But that, of course, is pure selfishness. We make a virtue of resisting those vices which tempt us least.

"When the Horses are Stolen."—The Hampshire County Planning Authority has ordained a green belt in southern Hampshire, ten miles wide inland from the sea, which would take in the Romsey-Cadnam-Ringwood road through the forest, and run from west Sussex to Dorset. What a pity they did not shut the stable door on suburbanisation twenty-five years ago! The green horses are already stolen. Bournemouth, Southampton and Portsmouth have all taken their tolls and sprawled out, so that, save for a little patch of shore south of Beaulieu, there is no natural beach left. I remember Milford-on-Sea and Barton just before the First World War where the natural forest melted into the sea.



Scene in the King's Cross District Control Room, the centre from King's Cross to north of Grantham, are controlled. For maintained with all the important signal boxes, yards and every day. (Pictures of railway modernisation are on page 348.)

I remember these places during the first ruthless, unplanned, uncontrolled development schemes by realtors of gipsy and shack encampments right down to the beach. Subsequently they were tidied up, esplanaded and Claphamised, and any hope of turning such places again into green belts would depend first on an atom war. Perhaps the authorities may yet prevent the desecration of Buckler's Hard by a new building estate. There is not much more they can do. The central New Forest, at any rate, has some means, and has shown some determination, to save itself from utter ruin, but the coastline is beyond redemption, and the three big wens will continue to spread outwards. Let us hope that Dorset and Devon will learn the lesson that time is *not* on their side. Hampshire has struck too late. They sacrificed the green to escape the "red," but money isn't everything.

Fashion Artists.—The male and female fashion artists know best what women like to wear, though not necessarily what their menfolk like them to wear. I was not present at the Dior fashion party at Blenheim and can merely speak as an eye-witness of Press photographs. That witness rather shocked me. In some instances I thought that neither modeller nor model made the best of themselves, if clothes have any concern with the female form divine. One in particular, featuring (*pace* the legend) "a three-quarter-length coat ensemble with large fur collar and matching hat," produced in my unskilled eye a picture of a large sack of potatoes (sprouting, at that) on pineapple legs; and one or two other illustrations suggested to me garments put on in the hurry of a fire-alarm, upside down or hind-before. Either photographs can still lie or I must believe *quia impossibile* that the male milliners and the ladies know best what suits them. After all, they have never dressed to please their menfolk but to make their womenfolk envious. Perhaps they succeeded at Blenheim. If so, it was another "glorious victory."

Income-Tax Foresters and Farmers.—For the last few weeks all round my house the trees have been crashing down at the rate of one per minute. What for thirty years had been dense plantations have suddenly become open spaces. The break-up of old estates nowadays all too quickly works this transformation, and a tree is no sooner down than it is away to the pulp works or the pits. It is not only the Forestry Commission or timber merchants who wreak this vengeance. The "nimble accountant" is in the business also. There are quick profits in quick felling, and there is a handsome subvention for replanting. The "nimble accountant" is in the game also with his applications to the planning authorities for development licences. There seem to be ways of making money even out of refusals by the authorities to grant such licences. Sometimes the old-fashioned small landowner who clings to his few acres and regrets the new look of his surroundings and the banishment of all wild life in his walks abroad may wish that he, too, was "in on the game" of money-making. Sometimes he wishes that money-making or tax-saving round his home was not such a "piece of cake" for shrewder men. It is discouraging to pay mammoth rates on his own Victorian villa when his neighbour, by growing a few blackcurrants or early strawberries for the market, turns *his* Victorian villa into a farmhouse with consequent reliefs. All wise men keep within the law and the law often seems to be unfavourable to the simple and needy.

Roedeer, Too.—I record a vote of thanks to Lords Haddington, Mansfield and Forbes for remembering the cause of the roedeer in the new Deer (Scotland) Bill. The roe is still common in parts of Scotland to which the Bill applies. In England it is fast being tortured and exterminated by the rusty scatter-guns of gangs of farmers and amateur foresters. I wish a speedy success to this Bill to stop horrible cruelty to red deer, but it does not go far enough or quick enough. Why should any measure to stop revolting cruelty or extermination of wild life be a long-term policy? Politicians are quick enough on the legislative trigger in matters of £ s. d. A close season and a humane control system should cover all forms of deer in Britain before the present Government canvasses our votes again.

Gore.—I take serious note of the increasing use of the surname Gore in fiction and comic strips. It has been recently chosen to represent a retired Blimp, a conventional, aristocratic diplomat of no great ability, and a wealthy tycoon. But usually it is chosen to signify a bloody-minded type. Some serious novelists have used it without significance attached, but very rarely. Mrs. Gore, the Victorian novelist, was naturally not among them. As I have borne that admirable short surname for over seventy years, I put on record that it had nothing to do with blood, but derives from a remote first ancestor who worked the odd triangular patch in the allotments or strips or severals. Hence Kensington Gore. The Gores have never been a very military family, nor shrewd moneymakers, and the only one who made a fortune out of fighting was the Admiral, Sir John Gore, who amassed £80,000 in prize money in the Napoleonic Wars. Still a fairly rare and respectable name in telephone books, it should remain rare in fiction. These Gores were first heard of in Surrey, whence they sent their sons into the City to become worthy Lord Mayors and aldermen and the more adventurous to Ireland, where they achieved many titles and grants of land, so that County Mayo got a spurious name for bloodiness by being full of "Cuffes, Knox and Gore." But the Gores are still a law-abiding, peaceful, respectable family on the whole, and if they have thrown up only occasionally a great Churchman or painter, and never a millionaire or a cannibal-thrasher, they are entitled to their comparative privacy. Let us have no more of this fashion of pillorying them in fiction.

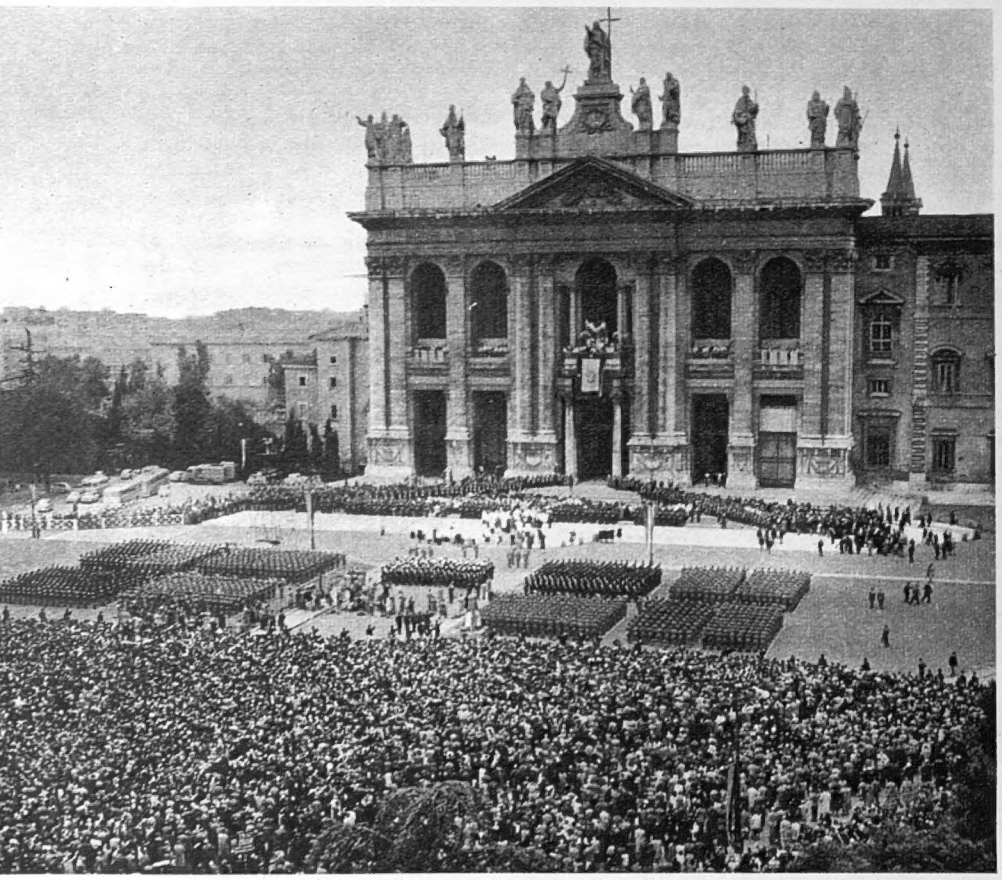
THE OLD STAGER

On December 3 an exhibition of Berkeley Sutcliffe's illustrations to Perrault's fairy stories will open at the Arthur Jeffress Gallery, 28, Davies Street, London, W.1. A number of these delightful new evocations of the "Stories of Old Times" are reproduced in colour in the current Christmas Number of THE SPHERE. *The exhibition remains open until January 2, 1959.*

CEREMONY IN ROME

Pope John XXIII Takes Possession of the Church of St. John Lateran, His Cathedral as Bishop of Rome

THE POPE'S VISIT TO ST. JOHN LATERAN: Flanked by noble guards and dignitaries, Pope John XXIII is borne in procession on his gestatorial chair towards St. John Lateran for the ceremony during which he formally took possession of the Church, his cathedral as Bishop of Rome. Over the head of the Pope are held *flabelli*, fans of ostrich feathers mounted on handles covered in crimson and gold. Before entering he received the homage of the Mayor of Rome in the Lateran Palace. On entering his cathedral he was offered the symbolic keys, heard an expression of homage from the archpriest and accepted the adorations of the Lateran Chapter. Pontifical Mass was celebrated by Cardinal Masella, with the apostolic benediction given by the Pope. Until 1870 the Popes were crowned at St. John Lateran. Under the Lateran Treaty of 1929, this basilica, with those of San Paolo fuori le Mura and Santa Maria Maggiore, was accorded the privilege of extraterritoriality. After the ratification of the treaty the Pope, for the first time since 1870, left the seclusion of the Vatican. In 1929 Pius XI officiated at St. John Lateran, and the annual ceremony of blessing the people from the loggia was later resumed. Thirteen days after his Coronation, which took place on November 4, Pope John made known his intention to hold a secret consistory on December 15, at which he would create twenty-three new Cardinals.



PONTIFICAL BLESSING: *Left*—Crowds are assembled on the Piazza di Porta San Giovanni as Pope John XXIII, standing under a canopy on the central loggia of St. John Lateran, gives his blessing. The visit was the first solemn ceremony outside St. Peter's and the Vatican since his Coronation. His Holiness was accompanied by Cardinal Tisserant, the Dean of the Sacred College, and by Cardinal Canali. *Right*—Pope John stands on the balcony of the Papal Summer Palace at Castel Gandolfo during his first visit as Pope.

MINISTER OF THE INTERIOR: With his right hand on the Koran, General Wahab is sworn-in as Minister of the Interior in Khartoum. On right is General Abboud, the Prime Minister and leader of the November 17 *coup* in the Sudan. On left is the Grand Kadi, who administered the oath. General Wahab, who was born in 1915 and joined the army in 1938, has twice attended military courses of instruction in Britain.

KEY MEN IN THE ABBOUD "COUP": The brigadiers, who are some of the members of the Supreme Military Council, are, from left: Hassan Beshir, Deputy Commander-in-Chief; Mohamed Irwa; Mohamed Tigani; Mohamed Nasr Osman; Ahmed Magdoub Behary and Khawad Mohamed. On extreme right is Abdul Maged Ahmed, the Minister of Finance, who is one of the civilian ministers in the Abboud Cabinet.

IN PLACE OF DEMOCRACY: From left are Colonel Awad Abdul Rahman; Brigadier Mohamed Tigani; Brigadier Mohamed Nasr Osman and Brigadier Khawad Mohamed. Addressing a Press conference in Khartoum last Saturday, General Abboud declared that "Parliamentary democracy had gone for good in the Sudan."

SUDAN'S NEW MEN TAKE OVER

General Abboud and His Cabinet Assume Office in Khartoum

PRIME MINISTER OF SUDAN'S MILITARY GOVERNMENT: General Abboud takes the oath of office before the Grand Kadi. Formerly Commander-in-Chief of the Sudanese Army, he has taken the post of Minister of Defence besides being the Prime Minister.

At the beginning of this week—seven days after the *coup* in Khartoum—some pattern began to emerge of the form the new Government is taking. It appears to be an outright military dictatorship based on a Supreme Council of the Armed Forces of thirteen senior officers. Seven of these, including General Abboud, are in the Cabinet, the remaining ministerial posts being held by civilians. At a Press conference given by Generals Abboud and Wahab some refreshingly honest remarks were made. The Sudan, they declared, was not ready for democracy when the British left, "though this was not the fault of the British." A foreign policy had not been decided because "these matters have not yet been studied." (For further observations on Sudan see *World Affairs* page 335.)

ENTRY INTO POLITICS: General Abboud leaves the Republican Palace after being sworn-in as Prime Minister. Until his *coup* last week he had not been associated with politics in the Sudan.

JOKES BY THE SCORE

The Hoffnung Interplanetary Music Festival

The Concert at the Royal Festival Hall, an extended musical joke, was started by the director of the Festival Hall, Mr. T. E. Bean. He warned the audience against the hazards of coughing. At this point in his appeal, he was interrupted by a persistent cough from the stalls. The offender was shot from the wings and carried off riddled with bullets. After this the musicians had no trouble with the audience. The concert was organised by Mr. Gerard Hoffnung, whose musical antecedents were described in a programme note. He studied harmony and counterpoint with Carl Orff, orchestration with Gabriel Fauré, stick technique with Stokowski, and curtain calls with Sargent. During the concert the Dolmetsch ensemble played Elizabeth Poston's reduction of Tchaikovski gems from Tchaikovski. Malcolm Arnold's "United Nations Overture," a more than symphonic poem, was played by the Hoffnung Symphony Orchestra and three brass brands who, while marching down the aisles, collided. The operatic climax to the evening was complicated in form and structure. All the tenors from Radames to Manrico fell in love with the sleeping Brunnhilde. Lohengrin arrived pushed by a swan. The compote of characters was dished up by William Mann and Franz Reizenstein.

THE ORCHESTRA PLAYS ON: Sheila Rex, as the sleeping Brunnhilde, having omitted to arrange for her brass bedstead to be removed, remains on stage at the Royal Festival Hall, in London, while the orchestra continues with the next part of the Interplanetary Music Festival, organised by Gerard Hoffnung.

MUSICIANS' TEMPERAMENT: During the Concerto for Conductor and Orchestra, Gerard Hoffnung, armed with his conductor's baton, engages the soloist, Joseph Cooper, grasping a violin bow, in combat.

A HISS IN TIME: Bernard Davies awaits the moment to play his espresso coffee machine used in the score for "The Famous Tay Whale." *On right*—Mrs. Pamela del Mar and Joseph Horovitz, the conductor, bring in the pneumatic road rammer at the right time.

THE VALKYRIES RIDE AGAIN: The chorus on their scooters negotiate the stage in the finale "Let's Fake an Opera." The plot of this work was somewhat complex.

BY SEDAN CHAIR: Dame Edith Evans arrives to give her rendition of the poem "The Famous Tay Whale," written by the Scottish "poet" William McGonagall.

HARMONIOUS IF NOT BLACKSMITHS: Miss Ellen Glasgall (left) and Mrs. Niki Darrah play the anvil. This picture gives an idea of the varied instruments used.

THE NEWS IN PICTURES

THE CRISIS OVER BERLIN—GERMAN SPOKESMEN FOR THE WESTERN VIEWPOINT: Herr Willi Brandt (right), Chief Burgomaster of Berlin, greets Herr von Brentano, Federal German Foreign Minister, at the Tempelhof Airport, in the Western Sector of the city. They went at once to confer with members of the West Berlin Senate over the crisis arising from the Russian proposals for the ending of the four-power occupation status of the former German capital. In a communiqué issued afterwards it was stated that in view of the Western Governments' statements "no immediate danger" was foreseen in the situation.

ACCUSATIONS FROM THE EAST: The Russian Major-General Vishnivsky, Head of the East Berlin office of the Russian Committee for Repatriation to the Homeland, speaks to a Press conference in the Eastern sector of the city. He charged the Western powers, especially America, with using refugees from East Germany for "underground activities" against the Soviet Union. In the opinion of experienced observers, the refugee question was only a subsidiary element in the Berlin crisis, which was basically a further move in Soviet foreign policy, which is being compelled to look for a general European settlement.

AFTER A CONFERENCE IN BONN: Sir Christopher Steel (extreme left), the British Ambassador to Federal Germany, Mr. William Trimble (second from left), United States Chargé d'Affaires, and M. François Leduc (extreme right), French Chargé d'Affaires, leave the Foreign Ministry, where they had discussed the Berlin crisis. With them is a representative of an American news agency, Mr. Kemna.

THE GENERAL ELECTION IN FRANCE: M. Maurice Thorez, the veteran French Communist leader, casts his vote at Choisy-le-Roi, in the suburbs of Paris. Early results from the first ballot in the election last Sunday indicated a sweeping victory for the candidates supporting General de Gaulle. It seemed likely that in the final polling the Communists would win few seats.

GENERAL DE GAULLE AT THE POLLS: The French Prime Minister comes out of the voting booth in Colombey-Les-Deux-Eglises, where he has his private house

A SUCCESSFUL OPERATION IN CYPRUS: An officer of the Wiltshire Regiment points to the hole in the floor of a house in Kato Dikhomo, a village in the Kyrenia district, the hideout where the Eoka leader Kyriakos Matsis was found and killed. *On left*—Troops stand outside the house in Kato Dikhomo. With the killing of Matsis, who was believed to have ranked close below Colonel Grivas in the leadership of Eoka, a large gang of terrorists operating along the north coast of Cyprus virtually ceased to exist. Matsis was cornered in the curfewed village. After he had refused to surrender, grenades were thrown in and he died instantly. Two men in the hideout surrendered. To mark the beginning of the U.N. debate on Cyprus, Greek cypriots began a twenty-four-hour general strike on the island.

THE NEWS IN PICTURES

JOHN MORTIMORE FLIES TO AUSTRALIA: Watched by Mr. S. C. Griffith, Assistant Secretary of the M.C.C., John Mortimore, of Gloucestershire, the twenty-five-year-old batsman and off-spin bowler, signs formal documents at Lord's before he flew out to Australia last week-end. The request for the cricketer came from Mr. F. R. Brown, manager of the touring team in Australia. He is wanted mainly to reinforce the touring side's spin bowling. It was expected that he would be included in the team for the match against Queensland which began at Brisbane yesterday (Friday). E. R. Dexter, who was also asked to stand by as another possible England reinforcement, was not, eventually, required.

PLANTING TREES ON A HILL IN ROME: From a point near the summit of the 455-ft.-high Monte Mario hill, in Rome, the camera looks down on the scene as some of the estimated 1,000 schoolchildren plant pine and eucalyptus trees on the slopes. Altogether, about 3,000 trees were planted with a view to covering the slopes of the hill with pine—to make a suitable and impressive setting for the Olympic Games of 1960, which are being held in the enormous sports centre extending along the river-front at the foot of the hill. Alterations and improvements are being carried out at the stadium, which was built in 1931.

On right—

FIFTY YEARS A PRIVY COUNCILLOR: Viscount Samuel leaves his London home for Buckingham Palace, where he received the Order of Merit from the Queen and attended a meeting of the Privy Council, of which he has been a member since 1908. The only member senior to him is Sir Winston Churchill, whose service dates from 1907.

On left—

THE PRIME MINISTER AT SOUTHAMPTON: Mr. Macmillan addresses a mass meeting organised by the Conservative and Unionist Association in the Guildhall. He said a relaxation of the credit squeeze should lead to a demand for more labour in the spring. Later, the Prime Minister appeared on a Southern Television magazine programme. He said there would be no general election this winter. He went on to say that the election could occur any time up to May 1960.

A SCHOOL SERVICE IN ST. CLEMENT DANES CHURCH: A general view inside the R.A.F. Church in the Strand, when the masters and boys of St. Clement Danes Grammar School attended their annual commemoration service. It was the school's first commemoration service inside the church since 1938. During last week's service two silver-and-blue standard candlesticks were presented for use in the chancel. They were dedicated by the Chaplin-in-Chief of the Royal Air Force.

THE COMPLETION OF THE CHAPEL AT ALDENHAM SCHOOL, ELSTREE, HERTFORDSHIRE: Dr. Gresford Jones, Bishop of St. Albans (standing on the left beside the altar), takes part in the dedication service. The most recent addition is the west section which adds 30 ft. and allows for an additional 180 seats, making a total seating capacity for nearly 500 people. The original design for the chapel was made in 1938. Inside the chapel are two paintings by Stanley Spencer, one of which ("The Crucifixion") can be seen over the altar.

THE NEWS IN PICTURES

THE CAUSE OF A PARLIAMENTARY SENSATION: Mr. George Wigg, Labour M.P. for Dudley, last week forced the public and the Press to be cleared from the galleries of the Commons. The House was debating the removal of restrictions on the use of cars in elections—a Government measure opposed by the Labour Party. When Mr. Wigg was refused permission to move that "progress be reported," he drew attention, under Standing Order 105, to the presence of Strangers. He said he was doing this "purely as a protest." When the motion was put, no "Noes" were heard from the Government side. The public had to withdraw. The Commons spent the rest of the day in what was tantamount to secret session.

THREE GOODS TRAINS AND A LIGHT ENGINE INVOLVED IN A CRASH IN THE FOG IN HERTFORDSHIRE: An engine is buried under the debris of derailed wagons after the collision near Hitchin. A goods train ran into the guard's van of another goods train; then a third goods train hit the wreckage, derailing a light engine. All main lines between King's Cross and the North were blocked for several hours.

On right—

CLEARING THE LINES: Members of breakdown gangs remove parts of a signal gantry crushed in the derailment south of the station at Hitchin. British Railways said that the crash occurred immediately after a "phenomenally sudden dense fog" had come down in the area. Several main line trains to and from King's Cross were cancelled and trains from Scotland and the North of England were diverted to Stratford, from where passengers were taken to Liverpool Street by electric trains.

A BURST WATER MAIN CAUSES A LANDSLIP: Repair work is in progress at the site of the old Stoll Theatre, in Kingsway, after a 25-ft.-high steel fence collapsed because of a burst water main which loosened the earth. A number of electric cables were severed and the adjacent Sardinia Street was closed by the police as a precautionary measure in case the pavement should collapse.

FAIR PLAY IN VENEZUELA: Rear-Admiral Larrazabal signs his resignation from the office of Provisional President and Head of the Governmental Junta in Caracas. His duties have been taken over by Dr. Sanabria (wearing sash). The Admiral led the *coup* which overthrew President Jiminez and assumed power in February last. He resigned because he wished to show the country that he was not using his position to advance his chances as a candidate in the elections for the President to be held next month.

VICE-PRESIDENT RESIGNS IN ARGENTINA: Dr. Alejandro Gomez, seated, is interviewed after the announcement of his resignation from the Vice-Presidency of the Republic. The resignation followed the decision of the Government majority to revoke its decision to expel Dr. Gomez from the party and the Chamber of Deputies and also to revoke its formal condemnation of the Vice-President's alleged plot against President Frondizi. Dr. Gomez says he has saved his fair name and honour; President Frondizi says his colleague is an honourable and upright man.

THE NEWS IN PICTURES

RUSSIANS AND EGYPTIANS CONFER ON THE ASWAN PROJECT: Round the table in Cairo are Soviet experts and members of the Egyptian Aswan High Dam Authority. Mr. Peter Nikitine, the leader of the Soviet team, is seated fourth from the left at the table. The purpose of the talks was to study the provisions of the Russo-Egyptian agreement relating to the first stage of the construction of the dam. Under the agreement Russia has granted a credit of 400,000,000 roubles (about £35,000,000 at the official rate of exchange) "for expenses connected with delivery of machines, equipment and other materials lacking in the United Arab Republic." Soviet engineers are to assist in the construction of the dam. The withdrawal of Western financial aid for the project in 1956 led to the Suez crisis. A Western prerequisite for the successful construction of the Aswan project was that Egypt should reach an understanding with the Sudan on the use of the Nile waters. Such an agreement has still to be made.

QUEEN ZEIN SETS OUT FOR AMMAN: The Queen Mother of Jordan is at the railway station in Lausanne, Switzerland. With her are her youngest daughter, Princess Basma (right), and her grandchild Princess Aliya, King Hussein's daughter, in the arms of her English nurse, Miss Nora Smith. They were returning to Jordan. On the last part of the journey, flying from Beirut to Amman, they were escorted from the Syrian border by a Jordanian Air Force Vampire Fighter piloted by King Hussein.

On right—

TALKS ON BASUTOLAND'S CONSTITUTION: Chieftainess 'Mantsebo Seeiso, the Paramount Chief Regent of Basutoland, attends the opening of the conference in London between the British Government and a delegation from the Basutoland Council, which seeks legislative powers, association of the people in an effective Executive Council and the establishment of local Government. Lord Home, Commonwealth Relations Secretary, welcomed the delegation. In his speech he said the Government would try to find a working basis for Basutoland's constitutional progress.

A NIGERIAN VISITOR TO BRITAIN: Mr. M. E. Ogon, Nigerian Government Chief Whip, is on board the *Queen Mary* at Southampton. He had arrived for a three-week stay from the United States, where he had been studying the recent Congressional and other elections.

DISCUSSIONS ON NORTHERN RHODESIAN POLITICAL EVOLUTION: At the Commonwealth Relations Office in London are, from the left, the Earl of Home, Sir Roy Welensky, Prime Minister of the Federation of Rhodesia and Nyasaland, and Mr. Lennox-Boyd. Sir Roy had come to London for talks on the proposed changes in the constitution of Northern Rhodesia. He favoured "more rapid progress in racial partnership."

AN AMERICAN CONVOY GETS THROUGH IN RUSSIAN-CONTROLLED GERMANY: United States Army lorries come out of a section of the Soviet Zone near Berlin. They drove on for 110 miles through East Germany down the autobahn to Helmstedt, the entry point for West Germany. The convoy, of two lorries and a jeep, was the first to pass through Russian-controlled Germany since Soviet sentries, three days previously, had refused to allow three American lorries to pass the Babelsberg checkpoint outside Berlin and held them for over eight hours. The "proving" convoy consisted of open lorries. The lorries stopped by the Russians were closed.

World Affairs

DEMOCRACY—THE EXPORT REJECT

By JOHN CONNELL

THE repressive, undemocratic—therefore evil—character of imperialism is taken entirely for granted by all "progressive" persons. The liquidation of any and every colonial or imperial system is an aim whose swift fulfilment they regard as imperative. It is to them axiomatic that imperialism is followed by democracy, or, as its exponents and supporters in the liberated lands are apt to pronounce it, "dee-mock-rassie." A simple little formula for world peace, order and good government is the logical consequence of these ratiocinations: nationalist movements versus imperialist oppression, defeat and ejection of imperialists, establishment of full-scale "deemockrassie."

We now have, however, considerable experience of what happens after the completion of the formula. It deserves some objective study; the result of such a study might severely shake faith in the formula's infallibility as a remedy for all political ills. Of all the countries which, twenty years ago, whatever their precise constitutional status, were under British occupation, control and supervision, two only—India and Israel—govern themselves according to the usages of Western parliamentary democracy. Israel is genuinely, determinedly and conventionally democratic; how long parliamentary democracy will survive in India after Mr. Nehru's death or departure from the scene is extremely arguable. Egypt, Iraq and Pakistan are under the control of military dictatorships; Burma and Ceylon, subjected to strains and tensions of which the "deemockrassie" advocates had no experience and no preknowledge, are lapsing into social and political chaos. Jordan, an autocracy, is dependent on the courage and adroitness of the young King, who goes in constant peril of his life. Now the Sudan has followed the examples of Egypt, Iraq and Pakistan.

The pattern of the Sudanese *coup d'état* is now rigidly familiar. Since at the outset it was relatively bloodless, it approximates more closely perhaps to Pakistan than to Iraq. In the Sudan, as in Pakistan, there emerged a senior soldier, who had served in and with British forces. The radio and Government offices were seized in the small hours of the morning, in an action which appeared to be smooth and efficient. Political parties were suppressed, former Cabinet Ministers and Opposition leaders were put under house arrest (but subsequently released), newspapers were temporarily banned.

General Ibrahim Abboud gave the now entirely correct and conventional explanation of his action: the Army, he said, was obliged to assume all powers because of the prevailing corruption, instability, chaos and insecurity in the Sudan. He put the blame for this state of affairs on the country's politicians who sought to rule "for their personal benefit and by contact with foreign Embassies." In which direction this denunciation was directed it was not immediately easy to discover. General Abboud was far from specific; but at least two facts, which were common knowledge, seemed to give his accusation a sibylline, if not an unreal, air: first, that among the General's closest friends was his former brother-officer, Brigadier Khalil, the Prime Minister whom he deposed; and second, that his chief lieutenant in the *coup*, Brigadier Abdul Wahab, was Khalil's son-in-law.

One paramount issue in all Sudanese politics (some aspects of which I touched on here not long ago) is relations with Egypt. General Abboud was, at the outset, guarded and amiably platitudinous. He said that he would strive to improve these relations and to solve all outstanding questions. Cairo Radio's immediate reactions were watchful, subdued and equally platitudinous. Both the U.S. State Department and the British Foreign Office were at once eager to protest that they had no fear that the new regime would be pro-Nasser and anti-Western. A member of the Sudanese delegation at the United Nations was hastily interviewed, and was reported to have said (considering who he was, and where he was, could he have said anything else?) that General Abboud was "a very independent, good man, neither pro-Nasser nor pro-Western, but pro-Sudan." Whether it was entirely tactful or truthful to point out (as was rapidly done in both London and Washington) that General Abboud's *coup* could be interpreted as a setback to Nasser, remained to be seen.

What was undeniable was that Khalil was in the classic situation of a liberal leader at the head of an uneasy coalition. His authority was being undermined by his own Ministers. On the crucial matter of Sudanese-Egyptian relations, the Minister of Commerce on his own responsibility had been in Cairo negotiating about the Nile waters dispute and in these negotiations he was openly supported by Ismail el Azhari, the principal Opposition leader, former Prime Minister and head of the Unionist Party, which was certainly pro-Nasser. Khalil himself was due to go to Cairo two days after the *coup*. What would there have been left for him to do but acquiesce in a decision reached without his authority and probably against both his wishes and his country's interests?

Politics in the Sudan are deeply interspersed with religion—with the underlying unity of Islam as one factor, and the inherent tendency to sectarianism as another. All political leaders, since the Sudan attained independence, have used the language of religion to a degree which is unfamiliar and would be distasteful to politicians in the West. But Islam must, of necessity, be on the offensive in the Sudan; it is the faith of the country's conquerors and rulers, the Arabs of the North, who seek to maintain their superiority, if not their supremacy, over the pagan tribes of the South. The rival sects, the Ansar and the Khatima, were temporarily recruited in support of General Abboud's revolution. As soon as it possibly could, Omdurman Radio broadcast statements by the leaders of both sects. General Abboud was himself known to be an adherent of the Khatima sect, whose leader, Sayyid Ali Mirghani, said: "We have received with jubilation the news of the Sudanese Army's take-over. We pray to Almighty God to make this revolution successful." And the Mahdi, the leader of the Ansar sect, said: "My sons, support this revolution and pray that it may be successful. Be watchful. Each one of you must day and night protect what the victorious Army has achieved."

This is language entirely characteristic of the Islamic tradition. It cannot, however, be reconciled with any concept of parliamentary, universal suffrage democracy and two-party Cabinet Government as we know them in the West. Does this mean that the Sudan, like Pakistan, like Iraq, has simply reverted to type? And if so, is it to be lamented? Both those who believed (as my background, upbringing and experience taught me to believe) that the great system of world-order and civilisation known as the British Empire had still much to give and much to accomplish, and those who believed that that mission had to be brought to an end, and be replaced by self-determination and political independence, must, in their different ways, look with grief and disquiet, no pride and little hope, at what is now happening. Over great areas of the world's surface, among millions of people (and they are millions which, under present conditions, are multiplying rapidly), we are witnessing an instinctive but forceful rejection of almost all the principles and beliefs for which, whether we called ourselves imperialists or liberal progressives, we stood.

At the end of World War II the British people, beset by vast economic and financial difficulties and conscious of deep fatigue, made a decision—or a series of decisions—of the most far-reaching significance. We would lay down our great burden of authority and responsibility, which we had taken up with such zeal and such profound and enthusiastic consciousness of the greatness of our destiny, which we had borne throughout the nineteenth century, which we had sustained through the hardships and the horrors of both world wars. We no longer had the resources and we no longer had the desire to hold, much less to expand, our empire. Our work unfinished, we turned away from it.

That is why our retreat from empire has been so calamitous: for that which we ought to have done we have left undone—or at best half-done. The Sudan was the British Empire at its magnificent best—fifty years of loving, loyal, disinterested service by some of the best we have bred in our country in this century. And now we must stand by, rueful and helpless and muttering that, of course, we want to go on being friends with any and every new regime.

LEADERS INVOLVED IN THE *COUP D'ETAT* IN THE SUDAN: *Left* is General Ibrahim Abboud, C.-in-C. of the Sudanese Army, who took control of the country. *Centre*—Brigadier Abdul Wahab, the Deputy C.-in-C. of the Army, and General Abboud's lieutenant in the *coup*. *Right*—Mr. Abdullah Khalil, the former Prime Minister, the close friend of General Abboud, who deposed him, and whose son-in-law is Brigadier-General Wahab. General Abboud said the Government accepted Sudan's obligations as a member of U.N. and the Arab League.

It was singularly muddle-headed of us, but quite characteristic, that we strove to rationalise our retreat and to make it, so far as we ourselves were concerned, emotionally respectable. We sought to persuade ourselves that this was not the end of the story, but the opening of a splendid new chapter of enlightenment and progress. We have been assisted in this melancholy process of self-deception by the slick sleight-of-hand trick about "deemockrassie." Some of the remains of our work linger, and will linger for some time, in the lands whence we have gone—administrative *expertise* and techniques, for example, military textbooks, drill and jargon, some regimental traditions, some ideas about the functions of the police and magistrates and judges, some phraseology and some behaviour patterns in those fields of human activity in which we, as the rulers, impinged most closely on the society of the ruled, railway timetables and signalling systems, customs and immigration control, and (may we be forgiven this last, forlorn legacy) hotel and rest-house cooking.

But the democratic way of life? Here again, some of the external patter survives for a year or two . . . "Mr. Speaker, sir, I move that this honourable House do immediately adjourn . . .", "On a point of order, Mr. Speaker, the honourable member has called me a liar, a cheat and a thief. . . ." It is (in our time) a queer kind of democracy in which you summarily deprive all the Opposition of their passports, shut down all newspapers, or (as has lately happened in Iraq) execute a whole clutch of previous Cabinet Ministers after the kind of trial which used to be common usage in Nazi Germany. We left some of the outward forms and trappings behind, but these grow tattered and thin and foolishly irrelevant, as the years hurry by. We did not leave behind (though we tried to tell ourselves that we did)—or, if we did, our successors have summarily and contemptuously rejected—the spirit of democracy, the faith and the knowledge which would make it work. The glib talk about "deemockrassie" was no substitute.

SHAKING HANDS WITH ARCHBISHOP MAKARIOS: Sir Compton Mackenzie talks to the exiled Ethnarch of Cyprus in Athens. The British author broadcast over Athens Radio and supported the Greek Government over the non-partition of Cyprus. Archbishop Makarios left Athens for New York to canvass the support of United Nations delegations and public opinion for the Greek-Cypriot case. He said the Greek Government sought independence for Cyprus.

ARRIVING IN NEW YORK: Archbishop Makarios leaves the Dutch airliner which brought him to Idlewild Airport. Speaking on his arrival, the Archbishop accused Britain of creating friction between the Greek and Turkish communities on the island.

ISLAND OF TROUBLE

Archbishop Makarios Speaks on Cyprus in New York; Successful British Security Measures

During one fortnight recently, more than thirty EOKA suspects, including three policemen, were captured during large-scale operations in North Cyprus. British headquarters said some of the suspects were leading members of EOKA. The destruction of the gang operating on the North coast was virtually assured by the killing of its leader, Kyriakos Matsis, believed to have been ranked just below Colonel Grivas in the hierarchy. Another large operation was begun in the extreme west of the island. In Nicosia, as the first British Naafi volunteers arrived, dismissed Greek-Cypriot workers demonstrated in the streets. British airmen arrived on the island to replace Greek Cypriots on R.A.F. installations. New security measures and curfews were brought into service to protect British business people. At the same time as these more reassuring reports reached Britain, Archbishop Makarios flew to New York. He said he would agitate for a resolution in the U.N. General Assembly calling for the independence of Cyprus. Asked about terrorism the Archbishop replied: "Restoration of peace is not a question of condemning terrorism but a question of the policy of the British Government." He added: "I cannot call them 'terrorists,' for they are patriots."

ON PATROL: Men of the 1st Battalion Royal Berkshire Regiment keep a wary watch as they move quietly through the streets of Nicosia. They wear camouflage netting, stocking hats, rubber shoes and carry their guns at the ready. In the drive against terrorists increasing use has been made of night patrols.

DIRECTOR OF OPERATIONS: Major-General Darling sits on a table as he briefs a conference of military and police officers on the island. Since his arrival in Cyprus, he has organised an intensive drive against terrorists.

SECURITY FORCES ON PATROL IN NICOSIA: A British soldier, guarded by his compatriot, searches Cypriots during a spot check in Paphos Street, in the old market area of the city. British anti-terrorist headquarters announced the success of large-scale operations in the north and the start of operations in the extreme west.

On left—

ON GUARD: While his wife examines a length of cloth at a stall, Pilot-Officer C. Cornish holds a revolver as he watches for signs of possible danger. In Cyprus, many British civilians carry arms.

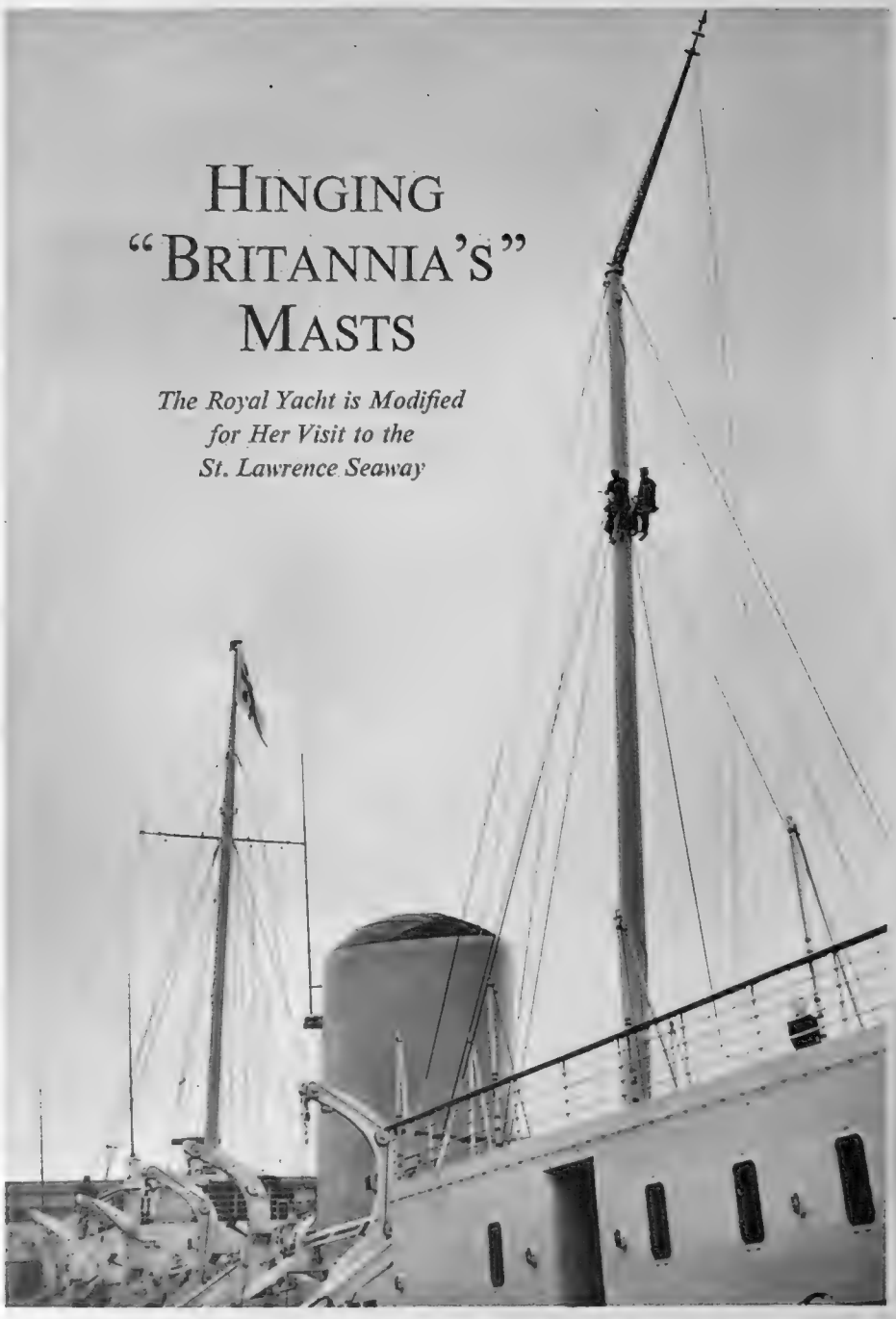
Below—

AT THE READY: Outside the Naafi in Nicosia a guard stands prepared as Servicemen and their families climb into an Army truck, carrying them home after the day's shopping. The building is in a predominantly Greek area and is continuously guarded by British security forces.

SEARCHING AT NIGHT: As one member of the 1st Battalion of the Royal Berkshire Regiment climbs over a wall to search a garden, his comrades watch for terrorists. During one night-time patrol, four distributors of propaganda leaflets were arrested.

HINGING "BRITANNIA'S" MASTS

The Royal Yacht is Modified for Her Visit to the St. Lawrence Seaway



LOWERING THE TOP SECTION : Part of the mainmast, including the aerial, is lowered back to an angle of 44 degrees. Modifications to the masts have been carried out so that the Royal yacht will be able to sail under the bridges on the St. Lawrence Seaway in Canada, which the Queen will open next year.

AT THE SHROUD RINGS : One of the ship's company holds on to the mainmast, which has been hinged backwards from the shroud rings. Wires from the main and mizzen masts steady the moving part while it is lowered or hoisted.

When Queen Elizabeth visits Canada next summer in the Royal yacht *Britannia*, the vessel will pass under the bridges on the St. Lawrence Seaway. It became clear in September of this year that if the *Britannia* was to be used on this Royal visit, the fore and main masts would prove to be too high to pass under the bridges on the route. Some of them over the Seaway are only 120 ft. above water-level. It was considered that the safe height to give sufficient clearance would be 116 ft.

When *Britannia* was built it was obvious that the height and shape of her masts would be of prime importance in her appearance. In a Royal yacht the masts must have the dimensions necessary to display properly the Royal Standard at the main, the flag of the Lord High Admiral at the fore, and the Union Flag at the mizzen. She was accordingly built with a mainmast of 123 ft., a foremast of 118 ft., and mizzen of 103 ft. The three masts were tapered at the top and raked to give the maximum effect.

Thus when it became obvious that her masts would have to be modified for the Canadian visit, a solution to the problem was sought. The obvious way of fitting telescope masts would have proved too expensive. To remove the tapered tops would have given an unacceptable stumpy appearance. The solution was found in hinging the wireless aerial on the foremast and the top section of the mainmast. The latter was hinged at the shroud rings, which helped to conceal the hinge and enabled the top 17 ft. and 3 ft. of aerial to be lowered backwards. The foremast only required that the wireless aerial be hinged.

When sailing up the St. Lawrence Seaway, before reaching a bridge, the bolts will be removed from the mainmast hinge by a man hoisted in a boatswain's chair. Wires from the main and mizzen masts will steady the section as it is lowered. A metal stop consisting of two shackles and a long link will prevent the section from going too far aft. A similar procedure will be used when lowering the foremast aerial in a forward direction.

SHROUDED WITH SCAFFOLDING : It has been calculated that the safe height for the masts of the yacht for adequate clearance on the Seaway is 116 ft.

IN DRY-DOCK : In Portsmouth Dry-Dock, the modification work on the *Britannia* is completed. Her foremast is 118 ft. high, and on this mast the wireless aerial, 3 ft. high, is hinged forward. Her mizzen mast is 103 ft. high and did not need to be hinged.

A VICTIM OF THE ELEMENTS: The Swiss cargo-vessel *Nyon* (9,500 tons deadweight) is held firmly on the rocks near St. Abb's Head, Berwickshire. She had rammed them in a thick fog and her plates were buckled and breached in several places. Beyond her are two of the tugs which made attempts to refloat her. Boatloads of cement were sent out and the bags used to plug the gashes in the crippled ship's plates.

On The Rocks

A 9,500-ton Ship Aground on the Berwickshire Coast

These dramatic pictures show something of the tense struggle to refloat the Swiss cargo-ship M.V. *Nyon*, stranded on the rocks on the coast of Berwickshire. The vessel, outward bound from Leith to Dakar, ran on to the rocks near St. Abb's Head in a fog, and was held in a vice-like grip. Considerable damage was done to her plates, and Captain Klein and his crew remained aboard, filling the holes and gashes with cement which was sent out to them in the Eyemouth seine-netter *Emulate*, and other ships. On Monday and Tuesday tugs from Tyneside made two unsuccessful efforts to refloat the *Nyon*. As time passed the refloating became a matter of increasing urgency for two reasons. One was that the tides in the coming days might not be suitable for the operation. The other was the weather. On the Tuesday night the sea roughened. A life-line was connected from the coast to the ship, as it was feared that it might be necessary to bring the crew ashore. Later, St. Abb's lifeboat was summoned to stand by.

A CASUALTY: A television cameraman is carried on a makeshift stretcher up the steep cliffs of St. Abb's Head. He had injured his knee while taking pictures of *Nyon* embedded on the rocks below.

IN A PRECARIOUSLY-EXPOSED POSITION: The ship is seen against the background of the grim coast. After four days it was feared that if the *Nyon* was not hauled off she would be in danger of being broken up by the increasingly heavy seas. St. Abb's lifeboat was standing by to take off the crew, if necessary.

ASPECTS OF THE MOON

The Fantastic Peaks and Craters of This Dead Planet Still Retain Their Mystery

Up to about a hundred years ago it was still firmly believed that the moon was inhabited. On a clear night as one stares at the planet, pale and silver in the skies, it is easy to see why it was considered a small, inferior earth. The dark patches turn into oceans and imagination peoples the intervening continents with fantastic creatures. To-day, even among the devotees of science fiction, a craft which seems to be less fantasy than prophecy, nobody believes that the moon is inhabited by even approximations to human life. So dead and lifeless is the appearance of its surface, at least the surface visible from the earth, that most observatories with large and intricate telescopes have left the study of the moon to amateurs.

One change was recorded on the moon's surface—the disappearance of the Linné crater in 1787, when modern astronomical methods were in their infancy. In 1783 and 1787 Sir William Herschel, discoverer of the planet Uranus, reported seeing volcanic outbursts. These are often considered "illusory observations." Recently, however, a Soviet news agency reported that a volcanic eruption had been observed on the moon by Nicolai Kozyrev from the highly-respected Crimea Observatory. He was backed up by Professor Alexander Mikhailov, who has also a good name among astronomers. Reaction throughout the world to this report, which was at the time unsubstantiated, was sharply divided between scepticism and excited hope. Dr. B. E. J. Pagel, of the Royal Observatory, referred back to Sir William Herschel, who was, he said, an excellent observer, and there was no reason not to believe him. Professor Fred Hoyle, of Cambridge, thought it was much more likely that any disturbance had been caused by a meteorite than by a volcanic eruption.

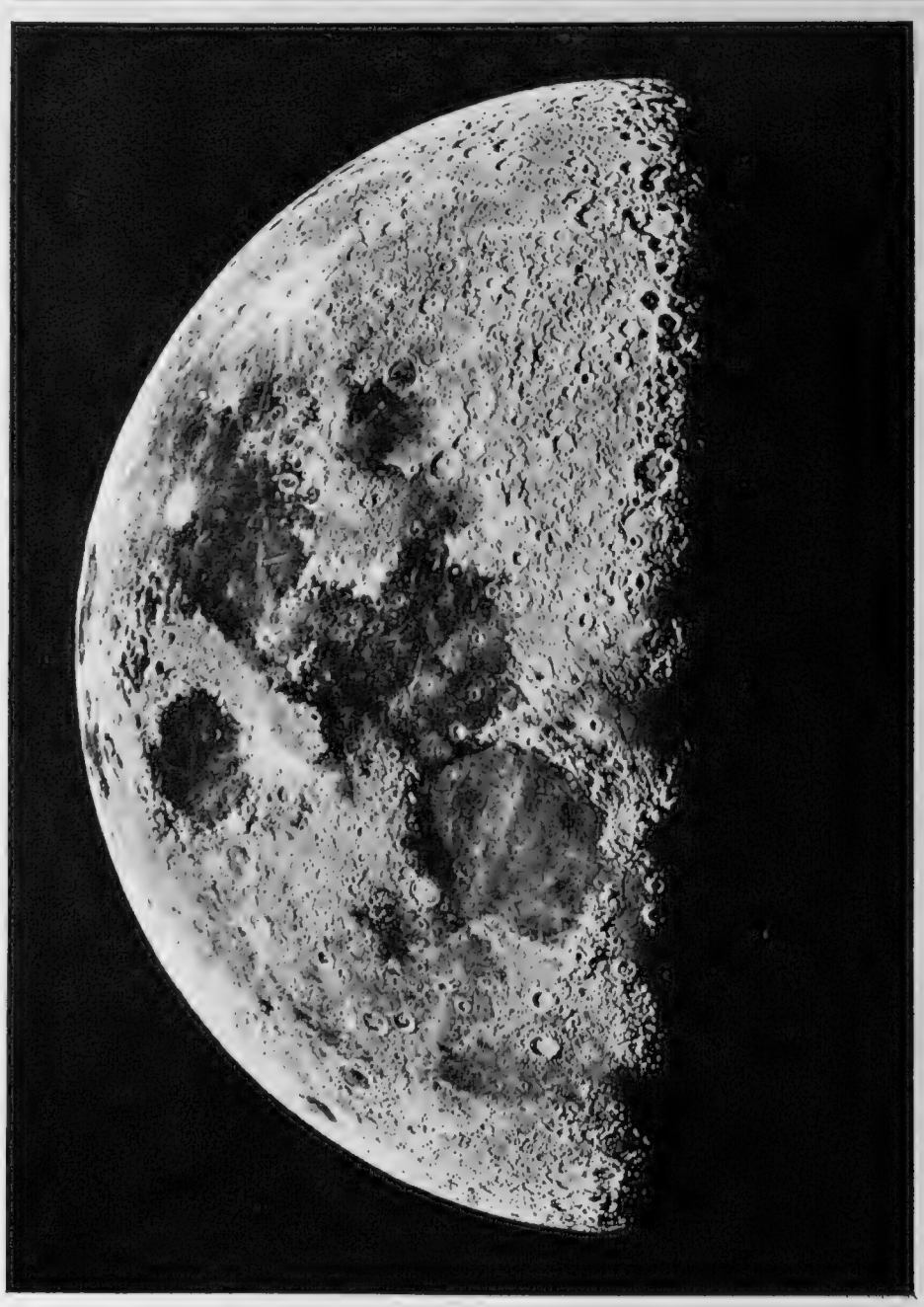
The background of this controversy lies in the two theories held about the origin of the many craters on the moon's surface. One view is that they are caused by the impact of large meteors, while the other is that they are really extinct volcanoes. The theory that the moon is a dead body incapable of change is the basis of the first. Should the Russian report of a volcanic eruption near the crater called Alphonsus be true, then the theory might have to be modified. If it were discovered that the crater had visibly changed, it might not necessarily mean a volcanic eruption, but it would lead one to suppose that something was happening that could not happen if the moon were dead.

Some astronomers were of the opinion that what the Russians had seen was a periodic emission of gas from the surface layers of the moon, temporarily illuminated by the auroral rays of the sun. A further argument developed in the rarified circles in which astronomers move, about the spectrographic evidence that the Russians claimed to have of the presence of carbon. This would be a proof of volcanic activity. It was, however, discounted as merely evidence of carbon dioxide from the clouds of gas which sweep across the face of the moon.

There are other puzzling features of the moon, which have as yet not been solved. Although the moon possesses an atmosphere, which according to the Russian astronomer Lipski is about one ten-thousandth as thick at the surface as the earth's surface atmosphere, it is not known whether it is thick enough to protect the moon from all but the largest meteors. Space is full of cosmic debris—tiny fragments of rock—which continually bombard the earth. It has been estimated that something like 750 thousand billion particles hit the earth's atmosphere every day. Most of these are melted by friction before reaching the surface of the earth. Whether the moon's atmosphere does this is not known: the surface may be continually splattered with debris. It is problems like this which may be solved in the next few years—or even the next few months—by a rocket successfully fired from the earth to go into orbit round the moon and possibly transmit some rough sort of picture of what the other side of the moon looks like.

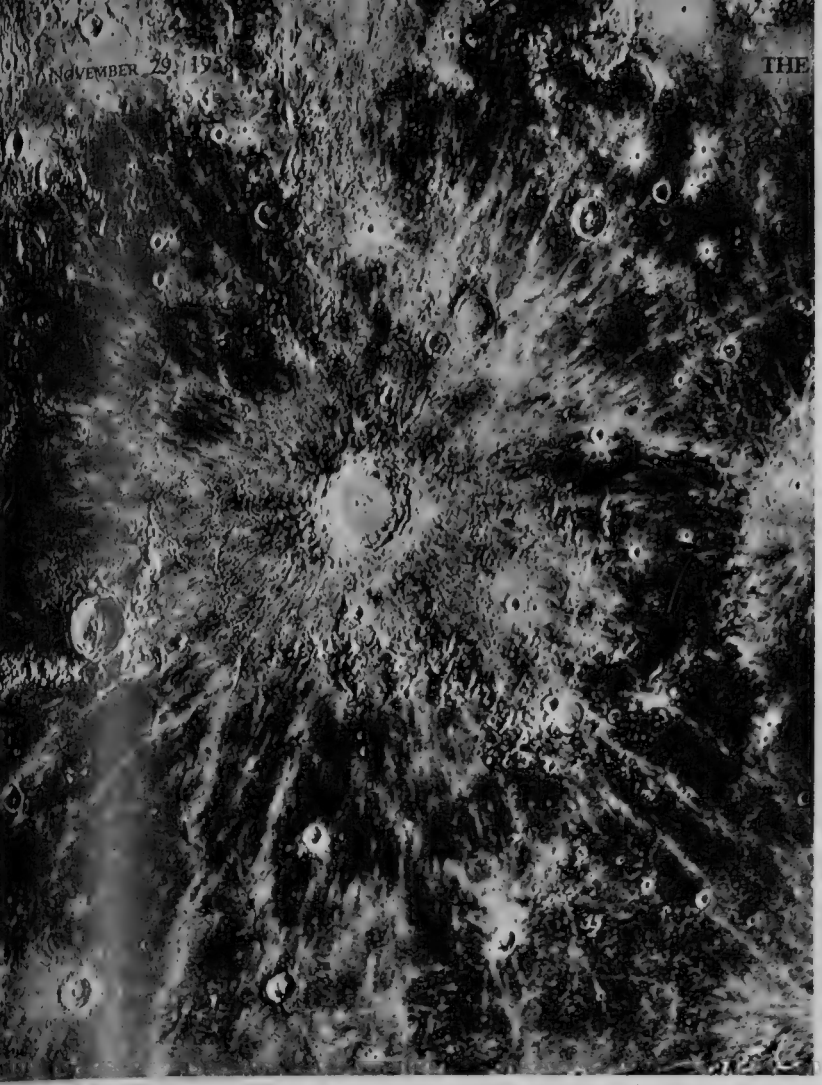
A more profound question may be solved should a rocket reach the moon and obtain a direct sampling of its atmosphere. Even though there is a general measure of agreement that the solar system evolved from dust and gas, no one knows whence comes the particular cloud out of which the earth was created. Was it part of our original sun or a later accretion of the sun after its own creation? The question involves two important issues—the uniqueness of our own system and life as it was known on earth. Sampling of the moon's atmosphere might give vital information of the pre-life processes, the formation and duplication of complex molecules in the primeval material of the solar system.

ON A CLEAR NIGHT: Plainly visible on the surface of the moon are the dark areas which were once believed to be great oceans. The romantic names then bestowed are still used to-day. The patch, lower centre, is the Sea of Serenity with, running into it on the left, the Sea of Tranquillity. This is joined in turn to the Seas of Fecundity and Nectar (upper smaller patch). Extreme lower left is the Sea of Crises. Most of the right-hand side is covered by the Ocean of Storms, the bottom part of which is the Sea of Showers. This is divided from the Sea of Serenity by the Apennines and the Alps. At the top, with white streaks radiating from it, is the crater called Tycho. The composition and shape of the streaks is still mysterious. They create no shadows, and thus do not appear to be grooves or raised portions. As is customary with lunar photographs, the North Pole is at the bottom. Astronomical telescopes invert the image.

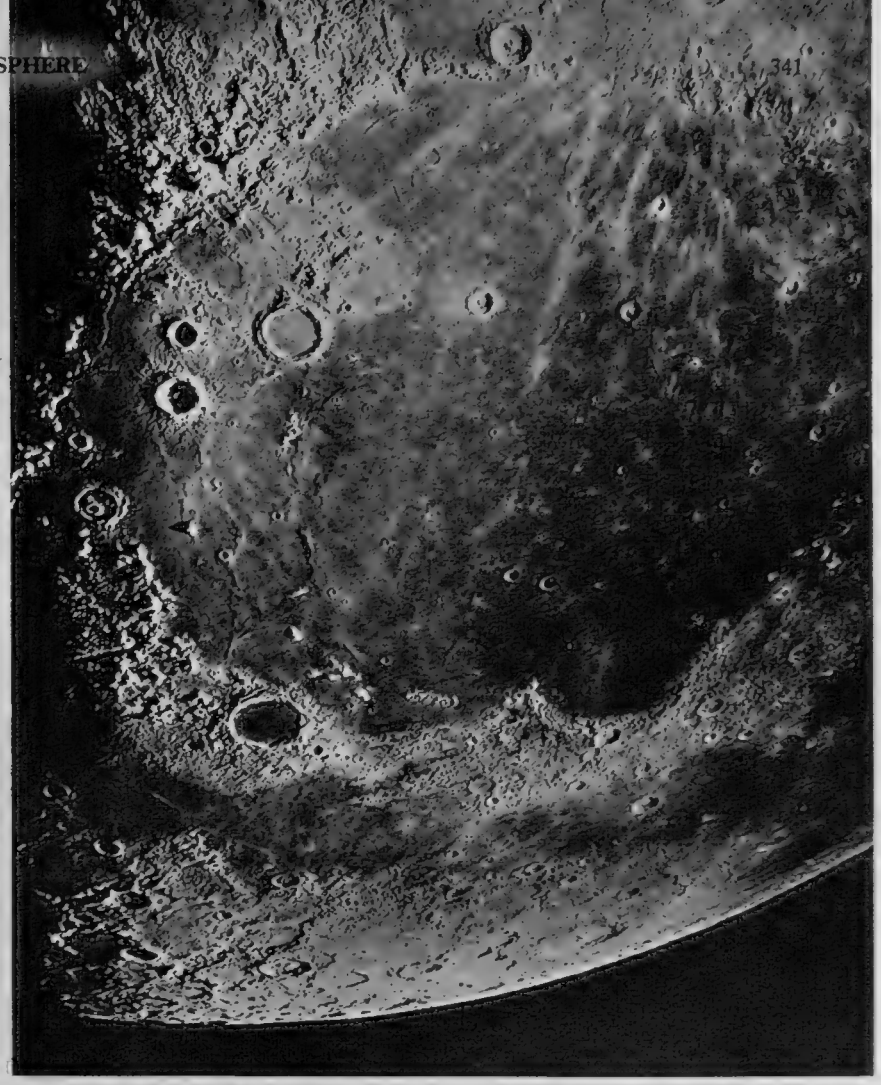


On left—

SEVEN DAYS OLD: On the pitted surface of the dead and dusty surface of the moon can be seen the dark patches, formerly thought to be seas. The three linked patches from top left diagonally are the Sea of Fecundity, the Sea of Tranquillity and the Sea of Serenity. The patch, top centre, is the Sea of Nectar and, lower left, is the Sea of Crises.

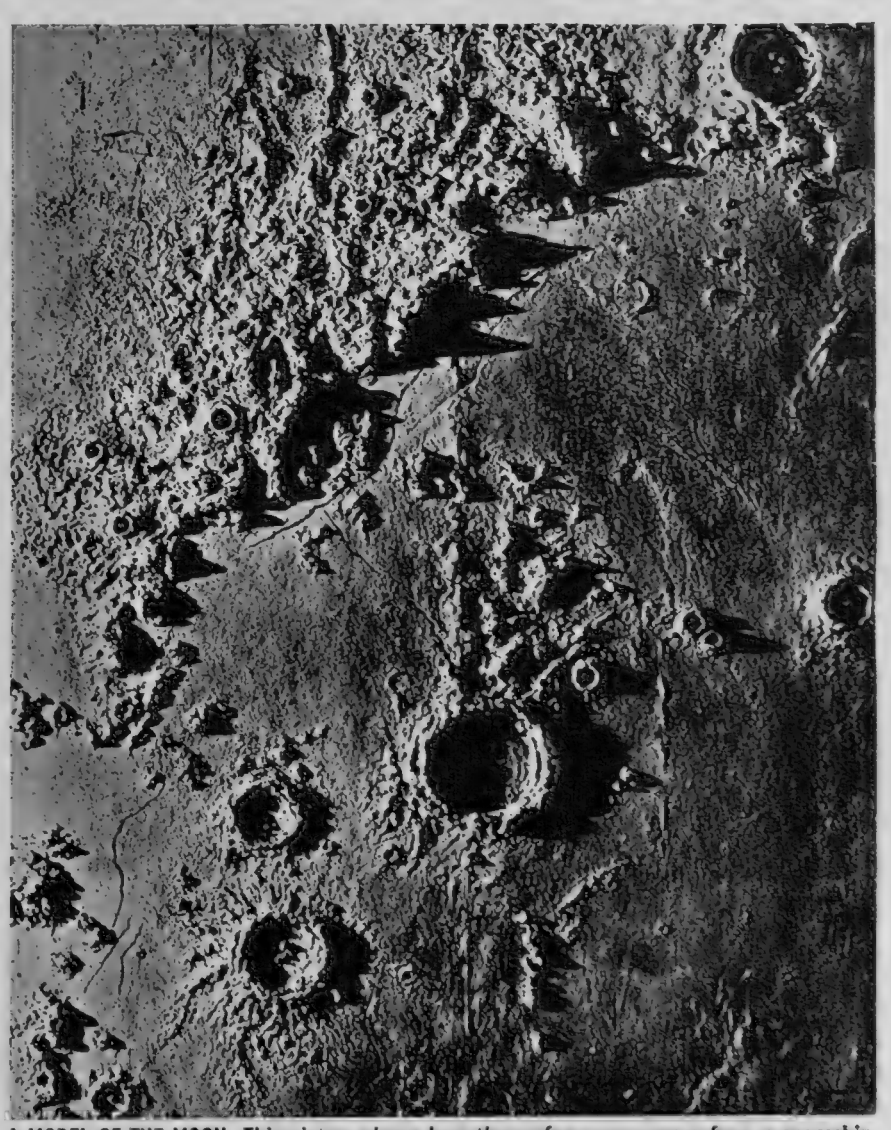


MYSTERY ON THE MOON: In the centre is the crater called Copernicus, after the astronomer who first suggested that the earth revolved round the sun. White streaks radiate from it, similar to those radiating from Tycho, extending for hundreds of miles. Because they appear to overlie the other features of the moon's surface, one deduction is that they are the latest of the features to be formed. The prominent crater, centre left, is Eratosthenes, with, to the left of it, the beginning of the Apennines mountain range. Between Copernicus and Eratosthenes is one of the most curious features of this side of the moon. Ridges break away from the walls of Copernicus, and between these are many thousands of small "pits." These can only be seen when the sun is low so that they cast shadows. When the sun is high (as in this picture), they are completely obscured by the streaks radiating from Copernicus. Measurements show that the streaks coincide with the ridges. The latter thus may consist of long lines of large spherical mounds. Although called craters, the distinctive features of the moon are more like "ringed plains."



THE SEA OF SHOWERS: The prominent dark patch on the lower left edge of the large dark area was once known as the "Greater Black Lake," but is now renamed Plato. The peaks above and to the left of it are the Alps, the highest peaks of which are estimated to be more than 35,000 ft. The long line of mountains across the top left is the Apennines. The large crater below it is Archimedes with, to the left, the dark craters Autolycus (above) and Aristillus. Extreme top right is Copernicus. Sixty miles in diameter, Plato is a particularly interesting crater. After sunrise, as the dividing line between dark and light advances, the floor of Plato becomes darker and darker. From this comes its early name. Suggestions offered for this peculiarity include melting ice, crystals with freakish optical qualities, or the evaporation of vapour causing mist. The latter could also explain why some of the surface irregularities visible through large telescopes appear and disappear in a baffling manner. To-day the conventional view of the origin of the craters is that they have been caused by the impact of large meteors.

THE LAST QUARTER: In this part of the moon's surface are many craters. At the bottom is Ptolemy, with, immediately above it, Alphonsus and, above that, Arzachael. To the left of Ptolemy is Albategnius. The large patch extending over half way up the right-hand side of the picture is the Sea of Clouds. The four craters at the bottom appear to have been formed by the same agent, but do not seem to be of the same age. Albategnius looks younger than the others. Recently a Russian astronomer claimed to have observed an erupting volcano near to Alphonsus. At the time astronomers were sharply divided on the validity of the claim.



A MODEL OF THE MOON: This picture shows how the surface may appear from a spaceship flying about ten miles up. The region shown is the Sea of Showers. In the lower centre is Archimedes with Autolycus (upper crater) and Aristillus to the left. Extreme top right is Eratosthenes. The great height of the Apennines stretching down from the top right is shown by the long shadows cast. The generally accepted view in Britain and America is that the moon is a dead body incapable of change, although if the Russian claim were substantiated, this theory might have to be modified. The surface of the moon is arid, and swept periodically by gas clouds.

THE "WET MOORS" OF SOMERSET

Out of the Flat Alluvial Plains Rise Abrupt Conical Hills; Saxon Origins of Somerset Dialect; the Legends and History of the Vale of Avalon

By BRIAN VESEY-FITZGERALD

SINCE about the middle of April we have had only the occasional fine day; and not so many of them. In fact, six days in the latter half of October formed the longest period of consecutive fine days since what was really a pretty cool and disappointing spring. I do not know if this constitutes a record—probably not—but it must surely be one of the longest, as well as one of the wettest, seasons on record. Anyway, it was a remarkable summer and autumn. So remarkable that I thought I would go and see what the " wet moors " of Somerset looked like after it all.

They look very wet. This is not surprising. A good deal of the area is at sea-level, and seems to have been expressly designed to catch and hold water, for it lies like a huge saucer, bounded on three sides by hills and on the fourth by the sea. The great alluvial Plain of Somerset—it covers about one-third of the seventh largest county in England—was once a shallow sea or, at best, an impenetrable fen: and would be again in no time at all but for constant work on the sea defences and drainage by the engineers of the Somerset River Board.

Across the middle of this plain lies the range of the Polden Hills. Anywhere else they would be quite insignificant, for nowhere do they exceed 300 ft. in height. They have sometimes the aspect of mountains, so flat and featureless is the surrounding countryside. Here and there, abruptly out of the flat lands, rise isolated cone-shaped hills, which once were islands. Any slight rise in the ground was sufficient to form an island and give men refuge, as is shown by the place-names: Athelney (the Island of Noble Men), Muchelney (the Big Island), Westonzoyland, Middlezoy, Chedzoy (" zoy " means " island "), and so on.

South of the Poldens lies Sedgemoor—actually, there are three Sedgemoors: King's Sedgemoor, Queen's Sedgemoor and West Sedgemoor—and north lies Avalon. The Poldens form a frontier between the land of history and the land of legend; that is, if you can ever really separate the two. This is not the only frontier on the Plain of Somerset. The River Parrett, winding its sluggish, muddy way through Sedgemoor, is, so to speak, a linguistic frontier; for the dialect to the east of it differs considerably from that to the west, and neither has as yet been wholly destroyed by universal education and the radio.

We have become so accustomed to " Mummerset " (the dialect as produced for our benefit by actors), so accustomed to Z for S and V for F, that we have come to accept the Somerset speech as a funny mispronunciation of ordinary " educated " English. It is nothing of the sort. Rather it is the original " English," the speech of our Saxon forefathers, and it has survived to this late date—especially on the central plain—simply because that plain was until comparatively recently not easy of access. Travel across it must have been very difficult even for a native, for there would not otherwise have been differences in the dialect east and west of the Parrett. It is still for the most part ignored by the tourist because it appears so flat and uninteresting. You do not hear the real Somerset dialect elsewhere than on the central plain. If you do, enquiry will soon reveal the place of origin of the speaker to be somewhere between Mendip and Quantock, though I do not think it is possible now, as it was perhaps a mere forty years ago, to listen to a man from the " wet moors " and then name his village. Elsewhere the speech is West Country rather than specifically Somerset.

Daniel Defoe visited a school at Martock, which, though not actually a moor town, is near enough not to quibble, and listened to a boy reading a passage from the *Song of Solomon*: " I have put off my coat: how shall I put it on ? I have washed my feet: how shall I defile them ? " The boy's rendering of the correctly printed word was: " Chav a doffed my cooat: how shall I don't ? Chav a washed my veet: how shall I moil 'em ? " The feat astonished Defoe. Nothing of that sort could possibly happen to-day. The printed word would be correctly read. There is no dialect speech—it is rather a matter of pronunciation—but dialect words have not altogether disappeared, and some words, which appear to be mispronounced, are in fact dialect words.

The " wet moors " man, for example, does not say " wasp "; he says " wopse." That is not a mispronunciation: it is the Saxon word " woeps." The plural is " wopses," which sounds like a double plural, as in the classic example " Dree ghostisis zittin on postisis." That example, I fancy, was invented by some humorist, but the double plural does occur quite often. Whenever it does you will find that the word is of Saxon origin. It is the same with the Z and the V. Z is not always used for S nor V for F. Both are used only when the word is Saxon: they are used because they are correct. As Miss Maxwell Fraser has pointed out, the " wet moors " man will discriminate between two words of similar modern spelling. Her example is the word " file." It will be pronounced " fiel " when the meaning is " rank " or " stack," as in a file of soldiers, and " vyol " when the tool is indicated. The latter is the Saxon " feol."

I suppose that all this, the Saxon words, the Chaucerian vowels, must disappear in face of the assault of education and modern transport and the radio in course of time. It will be sad if it does do so. But I am not over-pessimistic. Things do not die easily in Central Somerset. The great fenland has been drained. Athelney, Muchelney, Middlezoy are no longer islands. You can travel easily, if not very quickly, from one village to another anywhere in the area. Motoring through, it does not look so very different from any other flat area.

But, if it has been drained, if the muddy paths have been transformed into lanes and roads, it has not been tamed. It is no uncommon thing to see a boat high and dry in an orchard, miles from the sea; and until quite recently babies' cradles were made of rushes and fashioned like boats, so that the child could float about in time of flood, safe until rescued. There have been disastrous floods within living memory. The past is very near, and while there are words from the past, the pronunciation of the past will never wholly die.

The distant past is very near, too. It was a wet day, of course—I had about as much chance of picking a fine one in this year as I have of scooping the pools—and there was a damp greyness, which was not quite a mist, over everything. On the level there was nothing like a view; a hundred yards or so ahead the land was shrouded. There was nobody about. The fields were empty, the cottages shut and seemingly deserted, practically no traffic on the roads. From the sightseeing point of view I could not have chosen a worse day.

From every other point of view it was ideal. On a fine day I should have rushed around (as I have done many times before) seeing everything and really seeing very little. Now, there was nothing to see and one received an overwhelming impression of a wild, primitive, countryside. Yes, wild and primitive; despite the embanked rivers, the straight, carefully tended rhines fringed with willows and osiers, the flat raised roadways, pollard-edged. It was the work of man, all these artificial aids to life, that emphasised the wildness. Despite it all, there was water everywhere, water in every furrow, water seeping from rhines and ditches, water over the raised roads. Nothing like flooding, mind you: but everywhere the threat of flood. It was apparent that man lived here on sufferance. Here he was not taming nature: he was fighting her.

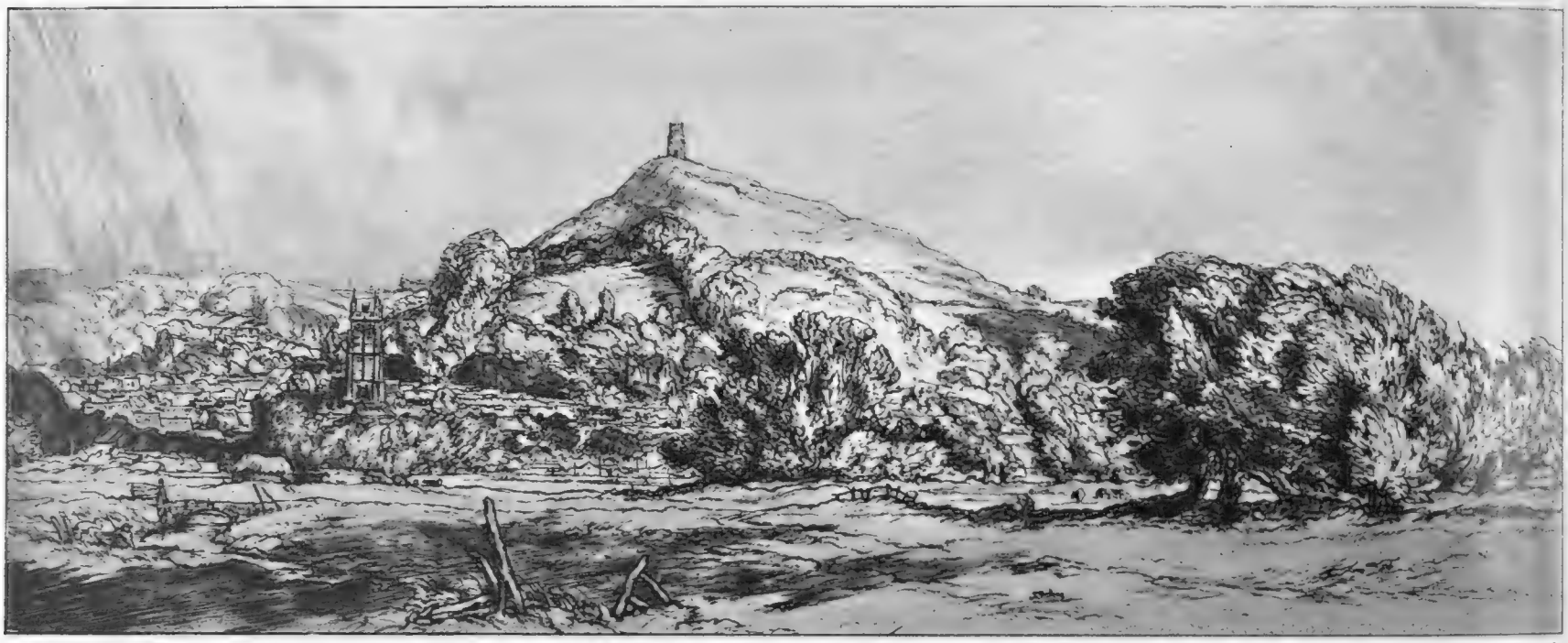
On this damp day, in this shrouded, withdrawn countryside, it was easy to understand how legend came to grow and flourish here. I went to Glastonbury, the home of it all. Here history and legend are inextricably woven. It was at Glastonbury that the first altar was built on British soil: that I believe to be history. It was built in a little wattle church set up by the first missionaries. But was that mission led by Joseph of Arimathea ? Did he bring with him the Holy Grail? Was it his staff that flowered into the Holy Thorn?

And Arthur. Arthur, I believe, is now accepted to have been an historical character. But what about the rest of the story ? What is history and what legend ? Was Glastonbury really Avalon ? Were they really the bodies of Arthur and Guinevere that were discovered in the Abbey grounds ? Talk about these things in Glastonbury and you are likely to find yourself involved in heated argument before very long, no matter what your own belief. But of one thing there can surely be no doubt: this is sacred ground in our national history. Avalon and Athelney: there lie the roots of it all.

Glastonbury is beautiful and, I think, a little sad; especially on a wet day. To look at the ruins of the great Abbey is to sense the faith, courage and hope that went to its building, the treachery and tragedy of its ending. The last of the abbots, Abbot Whyting, a good and blameless man, suffered in the modern manner: a false charge and a staged trial. He was taken to the top of Glastonbury Tor, and there, high above the lands he had administered so well, hanged, drawn and quartered.

I climbed to the top of Glastonbury Tor. The Tor is rather more than 500 ft. in height—it is a steep climb—and it dominates the whole of this flat land, bearing on its crown the ruins of a thirteenth-century church tower. In fine weather, no matter where you are on this flat fenland, Glastonbury Tor draws the eye as surely as a magnet a pin. For thousands of years, from the lake-dwellers onwards, men have looked to Glastonbury Tor as to a beacon. For hundreds of years the Tor, with the chapel on its crown, was the symbol of the triumph of faith over adversity. Man could never have made a living in this difficult country, faced the ever-present threat of the waters, without infinite hope and faith.

Those qualities exist to-day. Among the usual amorous graffiti at the top I found a simple statement: the name (preceded by " Miss ") of a woman—and her address.



GLASTONBURY TOR : In what Tennyson called " the island-valley of Avilion " is (left) the town of Glastonbury itself. Behind rises the conical tor surmounted by the tower of a church formerly dedicated to St. Michael. In a charter, granted by Henry I in 1127 to hold Tor Fair, occurs the mention of " the monastery of St. Michael's on the Tor, in the Island of Glastonbury." This etching by W. P. Robins, R.W.S., R.E., is also reproduced in the Christmas number of " The Sphere," which is now on sale.

AN OUTLINE OF AIMS AND POLICY : Colonel Nasser raises his arms as he addresses the crowd packed in a square in Minia, in Upper Egypt. He proclaimed his own definition of Arab Nationalism and went on to speak about the economic development of the United Arab Republic. He envisaged very great progress in agriculture and industry.

A SPEECH BY NASSER

Vast Crowds in Minia Acclaim the President of the U.A.R.

All the arts of the demagogue were employed when Colonel Nasser went to Minia to speak at a political rally. The railway stations en route from Cairo were filled with flag-waving, cheering crowds who demonstrated their enthusiasm as the Presidential train went by. In Minia the Colonel stood in an open car which made its way slowly through dense throngs carrying portraits of Nasser and banners with slogans. In the main square the President of the United Arab Republic came out on to a balcony and was greeted with delirious applause. His speech was a hotch-potch of praise for the Soviet Union and its aid for the Aswan Dam, attacks on British " Imperialism," boasts about Egyptian economy and the statement that Nasser was not a leader but " only a soldier " of Arab Nationalism. Speeches in similar vein were made by his entourage of Ministers, with long panegyrics of the Colonel added for good measure.

TRIUMPHAL PROGRESS OF THE PRESIDENT : *Left*—With a large portrait of himself looking down on the scene, President Nasser waves and smiles as his car slowly moves through the throng in a beflagged and decorated street in Minia. *Right*—Another stage in the triumphal progress. Immediately to Colonel Nasser's left is Vice-President Akram El Hurany. Next to him in uniform is Field Marshal Abdul Hakim Amer, the Defence Minister of the United Arab Republic. They and other Ministers also made speeches in the town.

AIRCRAFT AND MISSILE

The First U.S. Turbo-Prop Airliner Visits Britain; Solving the Problems of a Supersonic Attack Missile in America

AMERICA'S TURBO-PROP CHALLENGER: At Gatwick Airport a technician supervises the operation of a starter motor on the Lockheed Electra Airliner, America's new challenger to Britain in the turbo-prop field. The motor, which is started by the aircraft's batteries, is a turbine air-compressor which drives air through a hose to start the engines. It is not standard equipment. Aircraft engines are usually started by mobile units brought to the aircraft on the airfield. The Electra is a medium-range airliner powered by four 3,750 h.p. Allison turbo-prop engines. Tests by the Port of New York Authority have shown that "The Electra is far quieter in overhead traffic patterns than four-engine, piston-powered airliners which preceded it in scheduled service."

On right—

TESTING A MOCK-UP MISSILE: An expendable dummy assuming the external features of the Regulus II supersonic attack missile is adjusted on the launching pad on the submarine U.S.S. *Growler* at Portsmouth, New Hampshire, during tests to help solve the problems of weight and balance of the real missile. By March 1957, when its existence was officially recognised, the Regulus II, in test vehicle form with tricycle landing-gear, had made thirteen successful flights, had flown at Mach 1·5, and had proven itself at more than 50,000 ft. It is fitted with Sperry-developed auto-pilot, beacons and recovery system as for the Regulus I. Guidance control is by ailerons and rudder. The stabiliser surfaces forward of the wings near the nose of the Regulus II are fixed.

THE AMERICAN TURBO-PROP LOCKHEED ELECTRA TAKING OFF FROM THE NEW GATWICK AIRPORT, IN SURREY: Although the single 7,000-ft.-long runway is too short for large pure-jet aircraft, it is of sufficient length for the new turbo-prop, which can land or take off on runways as short as 5,000 ft. in length. When taking off, the airliner reached a height of about 600 ft. before passing over the end of the runway. For landing, it needed only about two-thirds of the runway without using halting devices.

The initial visit to Britain of the Lockheed Electra, the first United States turbo-prop airliner, was made during the aircraft's journey back to California on the completion of a six-week demonstration tour. It made a perfect landing at the new Gatwick Airport, in Surrey, completing the journey from Paris in about forty minutes. As a result of the demonstration flights, it is thought that the Electra will present no noise problems to airport authorities. Claimed to be the fastest turbo-prop aircraft yet built for civil use—it cruises at 405 m.p.h. and has a top speed of 448 m.p.h.—the Electra is scheduled to go into service with a United States domestic air line between New York and Miami next month.

It is bigger than the Vickers Viscount but slightly smaller than the new Vickers Vanguard. This can accommodate 76-117 passengers and the Electra 66-99, according to the class of accommodation. The Lockheed is a medium-range airliner powered by four 3,750 h.p. Allison model 501 turbo-prop engines. A feature of the new airliner is the integral passenger loading steps which fold into the fuselage wall when not in use. By this device the versatile Electra is independent of airport equipment and need spend less time embarking and disembarking passengers on short stage routes.

SUCCESSFUL FIRING: The dummy missile, a configuration of steel pipes filled with concrete and weighing about 13 tons, rises into the air. The Chance Vought Regulus, a surface-to-surface missile designed for launching from submarines, surface vessels and shore bases, was, in its Mark I form, the U.S. Navy's first operational offensive missile. The existence of the Regulus II, a larger supersonic development of the Mark I, was officially announced in 1957. It is powered by a turbojet engine with afterburner.

THE START OF THE PROPOSED SKI ROAD: From Coronation Bridge, near Glenmore Lodge, in Inverness-shire, the new road will run through the forest up the mountain slopes to the site of the car park near Coire Cas, in the Cairngorms. It will replace the old, woodland path beside the Allt Mor burn. Work will start before Christmas and will be completed within a year.

A SKI ROAD FOR THE CAIRNGORMS

The Road to Goire Cas has Been Greeted with Delight in Inverness-shire

For many years, the pioneers of the idea of ski-ing guests for the hotels along the River Strathspey from Dalwhinnie to Grantown, have campaigned for a ski road up the rough and tortuous path to the ski runs in the Cairngorm Mountains. Skiers in the area, using the two main runs, The White Lady and the Coire Cas, have been delighted both by the good ski-ing in Scotland and by the wild and magnificent scenery of this group of mountains, the highest land mass in Great Britain, with six peaks of over 4,000 ft. The only drawback has been that to reach the ski run has needed a climb up a narrow mountain path from the end of the road at Glenmore Lodge to Coire Cas. As Mr. Hugh Ross, who manages hotels at Aviemore and Nethybridge, said, "The difficulty in the past has been that skiers came once, but were loth to return because of the long and laborious climb."

Recently, however, came the announcement that work was likely to start before Christmas on the Cairngorms ski road. It was hoped that construction would be finished within a year. The news delighted Strathspey hotelkeepers, skiers, and outdoor enthusiasts. At a meeting of the Cairngorms Winter Sports Development Board in Aviemore recently, Mr. F. W. Walker, Inverness County Convener, giving this information, ended years of speculation and debate. Mr. Ross typified the reaction of hoteliers in the area when he said, "This means prosperity for all the hotels and boarding houses between Dalwhinnie and Grantown." His forecast is borne out by the ever-increasing popularity of ski-ing in this country and by the snow conditions in the Cairngorms. These are normally good from the beginning of the year until the end of April. Sometimes ski-ing has been possible until May.

A spokesman for the C.W.S.D.B. is confident that once the new road is built many more people will come to the area to ski. In the future it is hoped to build a ski-lift and hill chalets, thus providing facilities comparable to those in Continental resorts. The proposed road will be 2¼ miles long, running from near Glenmore Lodge up to a point near Jean's Hut, where a car park is to be built to hold 200 vehicles. From this point the ski runs are

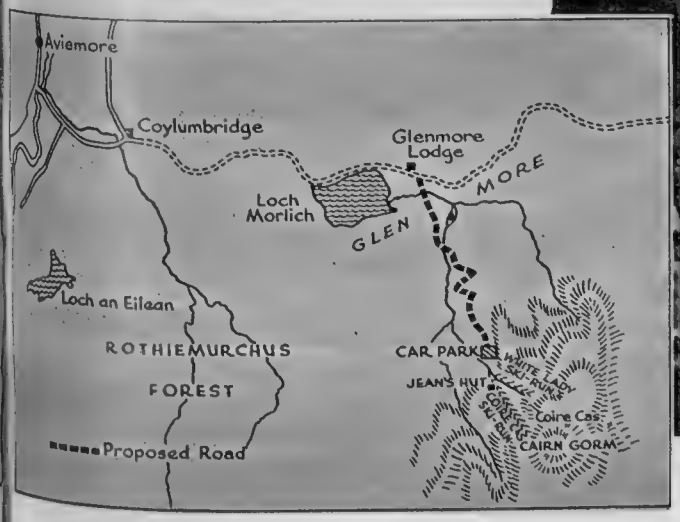
RUNNING THROUGH MAGNIFICENT SCENERY: From a point half-way up the proposed route of the Cairngorms ski road, the valley of the Allt Mor and the trees of the Queen's Park can be seen in the foreground. In the centre is Loch Morlich, among the trees to the right of which is Glenmore Lodge. The Queen's Park, or Glenmore National Forest Park, occupies 12,500 acres of the area. Spokesmen representing forestry or nature conservancies have no objection to the scheme. The cost of the ski road is estimated to be £36,324.

THE ROUTE TO COIRE CAS: Along this woodland path by the side of the Allt Mor will run the route up to a point near Jean's Hut, where a car park to accommodate 200 cars is proposed. The road will be 10 ft. wide with twelve passing places to the mile, and a maximum gradient of 1 in 10. It will be 2½ miles long.

only twenty minutes' walk. Instruction on the slopes is offered in Austrian, Norwegian and Swiss techniques.

Some critics have said publicly that there are other areas in the Highlands more deserving of new roads. They claim that utilities should be provided to attract industry to undeveloped areas. Other criticism has been that funds for the road would be provided at the expense of other schemes in the county. Answering these statements, Colonel J. P. Grant, Rothiemurchus chairman of the Winter Sports Development Board, said "We put up a constructive proposal and so far the critics have not matched their criticism with alternative proposals." He went on to say that there had been vague references to the need for industry in the Highlands, but that nobody had ever stated what industries, and where the capital was to come from. "Our scheme," he continued, "does not in any way interfere with existing interests in the Speyside area, and we have had no objections from forestry, hill-farming, climbing, or nature conservancy representatives."

Technical work on the route is already in hand. It is proposed that only a small contribution would be required from local ratepayers. The total cost is estimated at £36,324. Government grants and other donations, including £5,000 promised by local hoteliers and boarding house keepers, would account for all but £3,302, which would be found by the local authority.



UP TO THE CAIRNGORMS: Down the slope from extreme top left is The White Lady ski run, and from extreme top right in a zig-zag to join The White Lady is the Coire Cas ski run. In the centre right is Jean's Hut, used by mountaineers and skiers. *On left*—This diagrammatic map shows the route of the proposed road.

IN AND OUT OF BARKING

Marked Progress is Being Made on the Railway Modernisation Scheme

One of the most complex railway engineering projects ever carried out in this country is now well under way at Barking, in Essex. It is the key to the electrification of the London, Tilbury and Southend lines on the Eastern Region, and its main purpose is to eliminate all conflicting train movements on three routes at this point, i.e., Fenchurch Street-Shoeburyness; St. Pancras-Tilbury, and the District Line services of the London Transport Executive. Construction work on the scheme began in the early summer of 1956, and although it will not be completed until late next year, the first part will be brought into partial use in a few months' time.

The rearrangement at Barking involves considerable work. A new three-span bridge has been built over the River Roding; a main fly-over west of the station is under construction to carry traffic over the main London-Southend and London Transport District lines, and a second fly-over west of the station and a dive-under east of the station will enable other lines to cross each other without causing any congestion. In addition, the vast project involves the reconstruction of buildings at Barking Station and the modernisation of many other installations. The signalling system is to be reorganised, and this includes the building of a new signal-box to replace the present boxes. This box will eventually control all train movements as far west as Plaistow, as well as the signalling for the District Line in the immediate vicinity. A short distance from Barking Station another new structure is the Tanner Street footbridge, which replaces the old bridge, as this was too low to accommodate the fly-overs underneath. It has a span of about 95 ft.

Nearby, the reconstruction of the Ripple Lane marshalling yard forms part of the reorganisation which the Eastern Region is carrying out to improve its freight services. When the Barking scheme is complete more passenger trains will be able to run with greater punctuality and there will be better interchange arrangements between the Eastern Region trains and the District Line. So far throughout the reconstruction work normal train services have been maintained, with the exception of one diversion.

A MODERNISATION SCHEME TAKES SHAPE: From the Tanner Street footbridge at Barking, in Metropolitan Essex, the view shows work in progress on this vast modernisation work on the London (Fenchurch Street), Tilbury and Southend lines of the Eastern Region of British Railways.

CONSTRUCTION WORK ON THE FLY-OVERS AND DIVE-UNDER OUTSIDE BARKING STATION: *Left*—On the extreme left is the St. Pancras-Tilbury double-line fly-over which is nearing completion. This fly-over will be brought into partial use early next year. In the centre, work is in progress on the construction of the fly-over to carry the west-bound trains of the London Transport Executive. *Right*—The dive-under will also take the west-bound L.T.E. trains to avoid crossing the main Fenchurch Street-Shoeburyness lines.

COUNTING THE COST BY COMPUTER

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

NO ordinary housewife would think of a chemists' shop as having much to do with an electronic computer: but within a year or so everything that she buys at a branch of Boots is going to be reported back for a computer to think over. The vast multiple chemists' chain will be installing in each shop a new kind of cash register which, in addition to ringing up the sale and providing a record in the ordinary way, will print the record on a special till roll for despatch to the company's headquarters. There the till rolls will be "read" over by an electronic reading machine developed by the Solartron Company, which uses photo-electric scanning to recognise figures and to convert these into "input" data for a special computer developed by the Elliott-Automation Group.

This computer's job for Boots will be to provide the group with an analysis of sales and other accounting information far more rapidly than has been possible up to now. At the same time a second computer, built by EMI, will be working for the group's central warehousing organisation, dealing with orders and checking that stores in its warehouses are kept in accordance with the pattern of demand from its retail branches. Stock control is one of the biggest "headaches" of any big chain of shops. It is particularly difficult in a type of retailing that involves so vast an assortment of proprietary goods. Boots hold at any one time about 60,000 different items in their warehouses, and the shops order about 300,000 articles a day.

The EMI computer is going to collate all the orders as they come in from the shops, print out instructions for despatch of the goods from the warehouses, and also provide a running stock list. The rapidity with which Boots' management, when the new system gets to work, can ascertain the state of its stocks of any given item to know whether it needs replenishing, should considerably reduce the amount of stock that it needs to carry. Moreover, the speed at which the computer can go through its records of past orders, showing up standardised patterns of replacement demand and seasonal fluctuations in demand for different kinds of chemists' goods, opens the possibility of far more effective central management of stocks which at any one time may be worth £15,000,000 or so.

That possibility is worth a good deal of investment in the first place: Boots reckons that the whole exercise will cost it about £1,250,000. A large part of this will go on Solartron's "ERA," and the two computer installations: the rest represents an export order worth more than £750,000 for the Jörgen Lien Company, of Bergen, in Norway, which is to build the 6,000 special cash registers for Boots branches.

THE FERRANTI PEGASUS CONVERTER DATA-PROCESSING SYSTEM: Information is taken from punched cards and converted to magnetic tape. The computer, with its multiple tape units, then processes the information. Finally, results are converted from magnetic tape to punched cards or a fast printer.

These cash registers required more than 200 technical alterations from the standard model; in particular, a special set of type figures had to be designed for the convenience of the electronic eye that has to read them.

All of this new equipment was designed with Boots' needs in mind from the start; equally, its installation will be accompanied by a considerable reorganisation of the Company's managerial and accounting structure. This is a copy-book example of the process of "designing the computer for the specific job, and adjusting the job to take account of what the computer can do," which is always advocated by computer manufacturers—but which many potential purchasers tend to be reluctant to carry out.

It may be significant that the first commercial firm in Britain to realise the possibilities of the computer, and to make thorough-going use of it, was another organisation selling direct to the public through many branches—J. Lyons and Company. Here again one has the central problem of stock control and the flood of daily orders from the chain of teashops. Lyons were in the field almost ahead of the electronics companies themselves. The group began its investigations in 1947, built a computer based on EDSAC at Cambridge by 1951, and had it ready with high-speed input and output equipment by 1953. Its computer department has indeed blossomed into a separate company, Leo Computers Limited, which now offers its complete "automatic offices" for sale or hire, and, incidentally, carries out a large amount of calculation for outside firms on a "time hire" basis.

LEO I, Lyons' first computer, began on the Company's pay-roll; and it is on pay-roll jobs that most of the computers so far bought or ordered by commercial clients in Britain will do their "bread-and-butter" work. This job is fairly well suited to the computer. It involves the application of a large amount of stored and predigested information about the pay rates and deductions for every employee to periodical "input data" about the time and quantity of work he has done in any week. The calculations are standardised and repetitive; the computer can run through them at incredible speed. It is seldom that any pay-roll operation takes more than a few hours. It has been calculated that if the National Coal Board, one of the largest employers of labour in the country with its 750,000 people, paid at a bewildering variety of rates, were to have its pay fully done by computer, the machine could do the whole job on a Tuesday afternoon and be idle for more than four days a week.

Pay-roll work is proving a convenient introduction to the possibilities of the computer for many companies. Although it is likely to occupy an installation for so small a part of its working week, this operation alone may often yield a company a small profit, so that it can then begin to experiment freely on more ambitious uses. The other main "road into computing" has been research. These machines were originally developed, for the most part at universities with Government support, for abstruse mathematical problems, and companies in which technical development requires a very large volume of calculation, for example, aeronautical engineering, soon became aware of the possibilities of these machines. Computers can greatly reduce the time taken, for instance, in elaborate stress calculations; moreover, for making possible a volume of supporting calculation that designers have hitherto simply had to do without.

There are differences between the kind of work required for research and for commercial accounting on computers. Research work requires more complex mathematical operations but often less information in store, while commercial accounting involves simple arithmetical work on a relatively larger bank of data in the computer's "memory." Nevertheless, many of the computers now on offer from British makers—and on show at this week's Electronic Computer Exhibition—can readily do both kinds of work. There are about 30 basic computer types on offer in Britain produced by 15 makers—along with a wide array of ancillary equipment required to feed in information to the computer and translate its answers into ordinary language.

These two processes effectively settle the speed at which the computer can do practical work. Photo-electric reading devices such as ERA, special typewriters that produce punched tape at the same time as a printed record, mark-sensing equipment for punched tape or cards, are some of the primary input devices. A computer can take in the data much faster from magnetic tape or film, but for the present such tape has to be prepared by another computer, so that its main use is for calculations which call upon a large amount of already stored information.

THE PRODUCTION OF COMPUTERS: The view shows the Ferranti Computer factory at West Gorton, in Manchester, which has one of the largest computer production lines in Europe. At the moment there are about a hundred computers in use in Britain, with another hundred on order.

At the other end of the exercise, there is an assortment of "printing-out" equipment. Creed and Company, makers of teleprinter equipment, have introduced at this show new tape punching equipment that can feed out information at 3,000 "words" a minute, ten times the speed currently achieved; and Rank Precision Industries—Xerox, one of the subsidiaries of the Rank film organisation, has produced an output printer using "xerography"—electronic printing without any moving mechanism which it is hoped to develop to a similar speed.

It is becoming almost conventional to enter the computer field in this way from an entirely different kind of industry. Naturally, the major electrical and electronic groups are firmly established in the new field—EMI, English Electric, Ferranti, Metropolitan-Vickers, Plessey, and Standard Telephones and Cables. The office equipment-makers, again, have a logical interest—British Tabulating (now merging with Powers-Samas), Burroughs Adding Machine, IBM, Remington and British Olivetti. Elliott and Solartron are examples of firms developing computing equipment along with other equipment in the rapidly-developing electronic instrument field. But other companies have come from aircraft—Saunders-Roe and Short Bros. and Harland.

This is a new technology in which the customer, such as Lyons, has a large amount to contribute; achieving what he wants for his own purposes may well throw up devices and installations that can pay handsomely elsewhere. With about 100 computers in use in the country and another 100 on order, British industry can now be said to be accepting ultra-fast calculation as a useful and even necessary aid to large-scale management. But every buyer has a lot to learn about his fantastic new toy; and ideas are welcome, from wherever they come.

A VAST PROJECT IS UNDER WAY AT MILFORD HAVEN, IN PEMBROKESHIRE: Work is in progress on British Petroleum's crude oil tanker terminal at Angle Bay on the south shore of Milford Haven, in South Wales. In the foreground are the disused buildings of Popton Fort, which are being restored for use as administrative offices, fire station and canteens. Elsewhere in the fort there will be five tanks to hold ships' bunker oil and fresh water. The fort was built in 1863. In the right background work has been started on the shore arm which will lead out to the jetty head.

EXTENDING BRITAIN'S TANKER TERMINALS

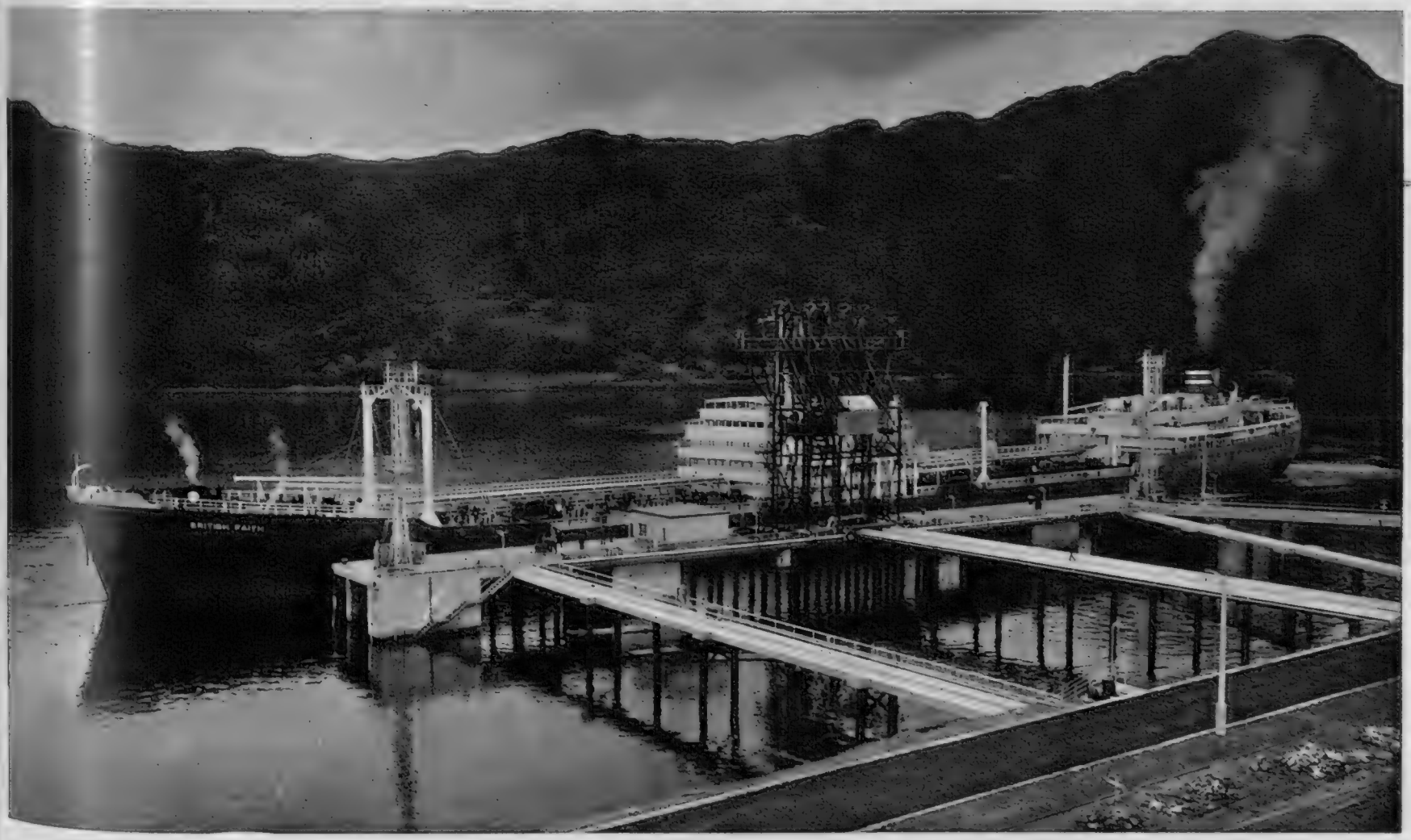
On right—

In this aerial view of the BP site at Angle Bay the shore arm, or pier, is seen in the centre. It will extend about 1,350 ft. in a north-easterly direction and the actual jetty head, which will be 2,300 ft. long, will be situated in the lee of Popton Point to obtain as much shelter as possible from prevailing westerly winds. There will be two berths to accommodate the largest tankers, and they will extend approximately to the edge of the deep-water channel giving about 55 ft. depth of water at low tide. When the crude oil is discharged from the tankers it will be pumped to a tank farm 1½ miles away where it will be stored before passing through a 60-mile-long pipeline to the Llandarcy refinery. The pipeline, which will be capable of carrying 5,000,000 tons of crude oil a year, will be buried throughout its length. It will run under five major rivers, as well as railways, roads and many streams, ditches and lanes.

The new BP terminal is one of several vast undertakings either under way or proposed for the Milford Haven area. At a site near Gelliwick the Esso Petroleum Company are building a tanker terminal and refinery at a cost of £18,000,000, and in the actual docks the installations are to be extended and improved by the Milford Docks Company so that they can take 100,000-ton tankers. Parliamentary approval has been given for these three developments. In addition, there are development schemes by other industries. With all these schemes Milford Haven (regarded as the finest natural harbour in England and Wales) is likely to become one of the great oil ports of Europe.

Below—

DISCHARGING CRUDE OIL IN SCOTLAND: The BP Tanker Company's 32,000-ton oil tanker *British Faith* is seen discharging crude oil at the new deep-water jetty of BP's Ocean Terminal at Finnart, on Loch Long, on the West Coast of Scotland. It is situated half a mile south of the original installation and is connected to the shore by 180-ft. arms made of concrete. The jetty can accommodate super class tankers capable of discharging up to 6,000 tons of crude oil an hour. From Finnart oil is pumped through a fifty-seven-mile-long pipeline to the BP refinery at Grangemouth, on the Firth of Forth. Expansion work is being carried out at Grangemouth to increase the capacity from 2,200,000 tons a year to 3,100,000.

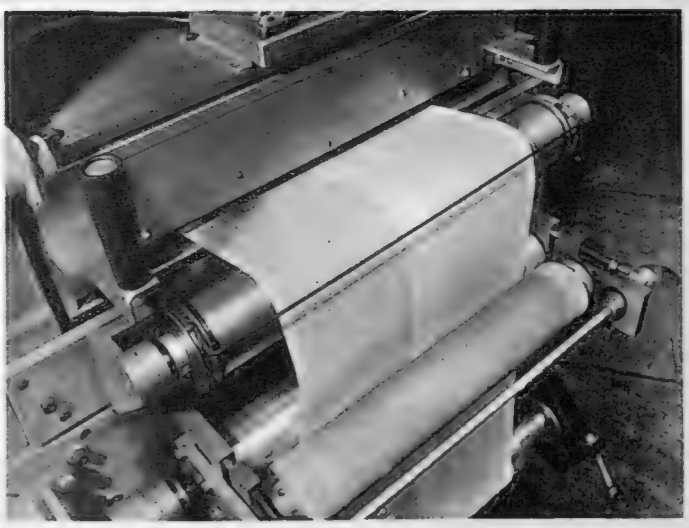


ANALYSING LONDON'S FOG

On the roof of St. Bartholomew's Hospital, in London, a member of the Medical Research Council atmospheric pollution unit takes a reading during the collection of samples of fog and smog. Particulate and gaseous components of pollution are collected by sucking a measured volume of air through filters and bottles. Since the fog began in London, members of the unit, which comprises eleven doctors and scientists, working day and night shifts, have been analysing the harmful elements in the atmosphere and devising means of their suppression. Although the pollution in London's air has been bad during the recent outbreak of fog and smog, it was not on the scale of the fog of 1952 when, within a period of four days, 4,000 people lost their lives as a result of the yellow, poisonous blanket. One reason why the smog has been less dangerous this time is the mild weather. If the cold had been severe, domestic grates banked up in thousands of homes throughout London would have added considerably to the poison in the air.

60,000 WORDS A MINUTE

A revolutionary new machine to print the output of a computer at 3,000 lines a minute and print its own forms at the same time is being developed by Rank Precision Industries Limited. A prototype of the Xeronic—on view at the Computer Exhibition at Olympia—prints on to pre-printed forms at 1,500 lines a minute, but development work will raise this speed to 3,000 lines a minute (128 characters on a line). Some idea of the high speed involved is given by the fact that if a computer could "think up" a 60,000-word novel, the Xeronic could print it out in only one minute. The Xeronic works either from the computer's output recorded on magnetic tape or straight from the computer's buffer store. A beam of electrons writes the letters and figures on an ordinary cathode ray tube and they are copied by xerography. *On right*—Xeronic's high-quality printing.



COLLECTING SAMPLES: A high-volume sampler used when large amounts of smoke are required for analysis is adjusted. Samples are taken on glass fibre filter paper.

A NEW DEVELOPMENT IN FLEXIBLE CONTAINERS

Strapped to a lorry is a "Portolite" tank filled to its 800-gallon capacity. Designed to provide simple, lightweight containers for the transport and storage of a wide range of liquids, the new tanks have been introduced by Marston Excelsior Ltd., a subsidiary company of I.C.I. They are made from coated strong-woven fabrics and are available in a black or white finish. Bulk liquids can easily be conveyed by normal road, rail or water transport. On the return journey the tanks can be rolled into a small bundle. Surge inside the container may be reduced to a minimum by ensuring that little or no air is allowed to enter the tank during filling. Connections can be supplied according to individual needs.

A DEMONSTRATION OF EARTH-MOVING EQUIPMENT

At the site for the Olympia extension a four-wheel-drive, torque converter Tractomotive Tracto-Loader, model TL.20D, demonstrates its versatility. It was the first time that visitors to the Public Works Exhibition had been able to see an actual field demonstration at Olympia of heavy earth-moving equipment. It was arranged by Mackay Industrial Equipment Ltd., of Feltham, Middlesex, with the co-operation of G. Haslehurst Builders Ltd., contractors for the Olympia extension, and Olympia Ltd. Visitors saw the machine assisting in the demolition of a block of flats by both pulling down high walls with a wire cable and by prizing up the lower walls with a two-cubic-yard tip-back bucket. The Tractomotive is powered by an Allis-Chalmers diesel engine developing 100 h.p.

EIGHT HUNDRED YEARS OF HISTORY SET IN A MOAT: Seen from the air Leeds Castle, in Kent, appears to be standing on a vast sheet of glass. The buildings are on two islands surrounded by a stream in the form of a moat, the water rising at nearby Lenham. The buildings are in part medieval and in part Romantic Revival. The earliest section dates from the beginning of the twelfth century and it is believed to have been built by Robert de Crevecoeur, who lived in the Castle and was responsible for the foundation of the church in the village of Leeds. Edward I acquired the castle for the Crown and it was later the prison of Richard II. It was also a prison, in the middle of the seventeenth century, for French and Dutch prisoners. A hundred years later Capability Brown made improvements to the grounds and setting. For many generations Leeds was the home of the Dukes of Leeds. The Castle's present owner is Lady Baillie.

STRONGHOLDS AND CASTLES

Recent Pictures of Leeds and Corfe

REPAIRS TO BE MADE TO A FAMOUS LANDMARK IN DORSET: Corfe Castle stands on a hill between Wareham and Swanage. Agreement has been reached between its owner, Mr. H. J. R. Bankes, of Kingston Lacy, and the Ministry of Works, for repairs urgently needed for the preservation of the ruins to be put in hand. The Ministry will carry out the repairs. As early as Saxon times, there was probably a fortress or castle at Corfe because of its strategic position in guarding the Isle of Purbeck. Much of the building which still survives is Norman work. Parts of several of the towers, sections of the walls, a dungeon and a stairway are among the remains. King John made it a Royal residence. Like Leeds, in Kent, Corfe was sometimes used as a prison—Edward II was among the Royal captives held there. The great lawyer Coke was the owner in the early seventeenth century. On his death it passed into the possession of the Bankes family. During the Civil War it was successfully defended by Lady Bankes against the Parliamentarians in 1643, but three years later it was dismantled by them.

BLACKSMITH IN THE ALPS

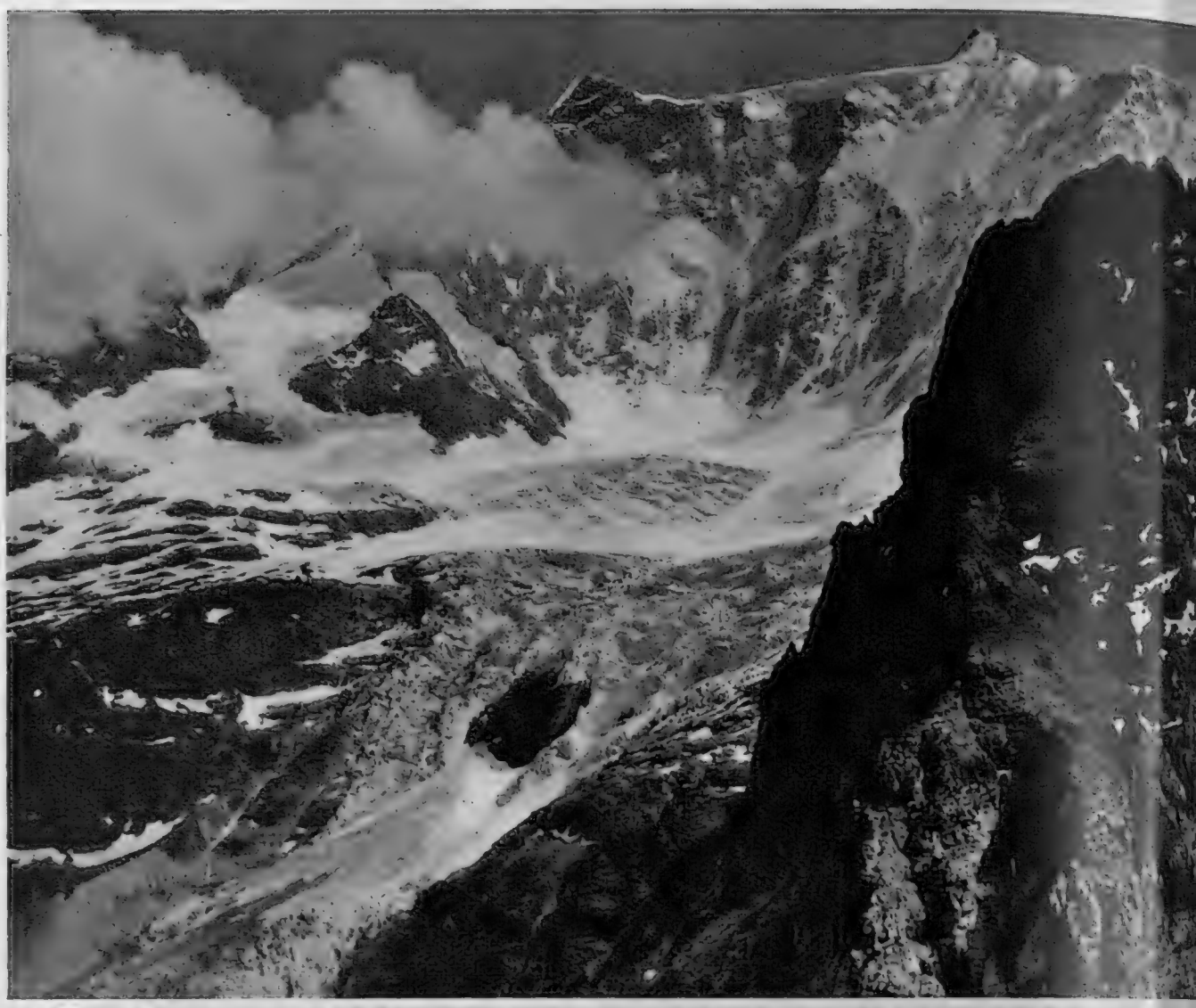
A Forge with a World-wide Reputation Among Mountaineers

By JOHN STEEL

It is a long cry from Longfellow's blacksmith in his smithy under a spreading chestnut tree and his counterpart of to-day working below the ice and snow of the Bernese Alps in the village of Grindelwald. But both share one attribute—they are "mighty men." The former, probably fictional, is immortalised in the literature of the English language. The latter is a flesh-and-blood person. His name is Alfred Bhend and he has a reputation second to none in mountaineering circles throughout the world.

Herr Bhend, in his simple workshop, forges the essentials of mountaineering equipment such as climbing irons (crampons) and ice-picks which are not only sought after by those who climb up Swiss and other European peaks. They are also demanded by expeditions setting out for such hazards as the giants of the Himalaya. The Swiss team which recently scaled Everest and Lhotse employed his aids.

The reason for Grindelwald blacksmiths being nearly unique in their renown for this type of work may lie in what the historians call the geographical determination of history. Since time immemorial the people of this area have been familiar with the ice- and snow-bound precipices of such summits as the Eiger, the Fiescherhörner and the Wetterhorn. Until the middle of the last century the peaks were guardians not to be challenged. Then arrived the first of the British Alpinists. The ascent of the Wetterhorn in 1854 by Charles Wills is often regarded as the beginning of mountaineering as a sport. The Alpine Club was formed three years later and such names as Tyndall, Hudson and Mummery became known in the following years.



THE INSPIRATION AND CHALLENGE FOR THE MOUNTAINEERS' SMITH: The vast glacier running to the cliffs and peaks of the Fiescherhörner is above Grindelwald, in Switzerland. During the second half of the last century Grindelwald blacksmiths began making crampons and ice-picks for climbers on the local mountains. The present smith has developed the technique and achieved world-wide renown.

It was the Swiss people who provided the guides. Born and bred in these surroundings and not coming for short periods to attempt to establish records, the local inhabitants had a better knowledge of the hazards and difficulties of climbing than anyone else. The blacksmith, who was naturally an experienced mountaineer, began to turn his mind to the question of how his craft might help in the business of climbing. Could, for example, the iron which he forged in his furnace be used for good purpose? Looking every day at the vast glaciers and precipitous cliffs he eventually was inspired to a solution. Hooks should be made which could be fixed to the soles of boots. And a pick-axe—metal-headed and wooden-shafted—should be designed and produced for cutting through the ice.

AT THE FORGE: Alfred Bhend, the blacksmith of Grindelwald, heats steel. He is seeking still to improve the very high standard of his work.

MODELS OF THEIR KIND: The hand-made climbing irons fixed to the boot and the ice-pick from Bhend's forge are of the type used by the Swiss team which recently climbed to the top of Everest.

Judged by modern standards the prototypes of to-day's crampons and picks were too large and unwieldy. But once the principle was established successive blacksmiths improved the methods—for, of course, all of them were also mountaineers. To-day Alfred Bhend has reached an unparalleled standard of craftsmanship. From all over the world climbers come to him to seek his advice and to request his equipment. He is, perhaps technically, a village blacksmith. He is also a craftsman of international repute without whom many great mountaineering achievements would have ended in disaster. Nor is it the top-class mountaineers alone who benefit from the work of Herr Bhend. He and his predecessors have for many years been making the sport of the amateur climber easier and more enjoyable. With irons and picks, beginners are safer in their ascent of the more elementary rocks.

Those who first traversed the higher ranges appear to have done so without any technical aids at all. How Hannibal led his army over the Alps in the third century B.C. is still something of an unsolved mystery. Tyrannical rulers seem to have had a natural bent for this type of endeavour. Possibly it was some kind of psychological aspiration. Ancient writers show Philip III of Macedon and the Roman Emperor Hadrian were among the earliest climbers. Later, but long before mountaineering became a sport, science was a stimulus to mountaineering. Naturalists and botanists can claim to have been pioneers.

What is strange is that the scientists do not seem to have applied the scientific method to the business of climbing. It remained for blacksmith craftsmen to draw the obvious conclusions and act upon them accordingly.

On right—

OUTSIDE THE SMITHY: In front of his modest premises, Herr Bhend (facing camera) talks with a neighbour. The blacksmith of Grindelwald has a great personal experience of mountaineering. Hence he knows the types of aids climbers require when they approach the most difficult and hazardous peaks.

ANIMALS FROM ABROAD

A Baby Tapir, Dugongs in Kenya, and a Family of Pigmy Chameleons

A TAPIR IS BORN IN WHIPSNADE ZOO: Watched by its mother, the baby Brazilian tapir walks knee-deep in the straw of its paddock of the zoo in Bedfordshire. Born at the beginning of November, the young animal is a female, about the size of a lamb, with white spots and stripes. The tapir is the first of its kind to start its life at Whipsnade. The genus is vegetarian and one of the oldest existing mammals. The skin is entirely covered with hair.

AN ODD AND APPEALING CREATURE: The baby tapir keeps a wary eye on the camera. Its nose and upper lip are united to form a short, movable trunk.

WITH A "MERMAID": The stars of a film called *The Reluctant Mermaid* hold a dugong, the marine animal which gave rise to the "mermaid" legend. It was caught recently off the coast of Kenya.

A FAMILY OF PIGMY CHAMELEONS: Crawling over the hand of a keeper at London Zoo are the father, mother and their two-year-old offspring. They were presented to the zoo by Dr. W. S. Donaldson, of Rochester, in Kent. He brought the father and mother back from South Africa and five babies were born, one of which he managed to rear. As he was unable to devote enough time to looking after the chameleons, he presented them to the zoo.

LOOKING OVER THE SIDE: A dugong, found off Malindi, sixty miles to the north of Nairobi, is transported in a native boat. Two of these strange creatures were caught by a film unit and were installed in the swimming-pool of the Eden Roc Hotel. After films of their behaviour had been made, the dugongs, which were under protection because of their rarity, were returned to the sea.

The World of Books

LIGHT-HEARTED ECCENTRICITY

An Unconventional Mother; A Frustrated Secret Serviceman; A New Volume of Robert Graves's Work; Middle-Aged Neurosis; Novels of Adventures on Land and Sea

BECAUSE it is too easy and too possible to slip into gloomy contemplation of things past and future, I will start this week's page with a book or two which are light-hearted to the point of real hilarity. MOTHER CLIMBED TREES, by Cynthia Lindsay (Hamish Hamilton. 16s.), is a moderately unconventional title for an autobiography which is also the life story of the author's extraordinary and much-loved mother. This lady, as her daughter explains, was successively too much for their Connecticut home town, too much for their Long Island community, and, finally, too much for her husband, who faded out of sight by degrees. She was not, however, too much for her children or, eventually, her grandchildren, all of whom adored her and none of whom, in spite of all her eccentricities, ever had reason to doubt her love.

They suffered, of course, from the rapidly changing fads and enthusiasms to which the mother was a prey, for like a piece of the best quality blotting-paper, mother would soak up craze after craze, whether it were a religion or a health system or a theory of education, and the children were the obvious and handy material on whom to try out the novelties. But they loved her, through burning embarrassment, confusion and some examples of real hardship. And they developed, particularly as we can see from Mrs. Lindsay's own story, remarkably resilient characters of their own. Mother had a forceful nature, one might say, and one might be right. But all my admiration is for the loyal author of this funny, touching book.

YOU 'RE STEPPING ON MY CLOAK AND DAGGER (William Kimber. 18s.) is Mr. Roger Hall's account of what happened in the American wartime organisation, the O.S.S., which was dedicated to " operations of a secret and highly hazardous nature," or, to be more exact, what happened to *him* in the O.S.S. From the first, Mr. Hall appears to have been eager for action and often frustrated. It seems that he wasn't the only one to suffer these pangs though, by and large, the training was efficient, if optimistic, and the action, when it came, dangerous enough for anyone. Mr. Hall did distinguish himself by dropping by parachute behind the lines in France, but by a miscalculation they were the American lines.

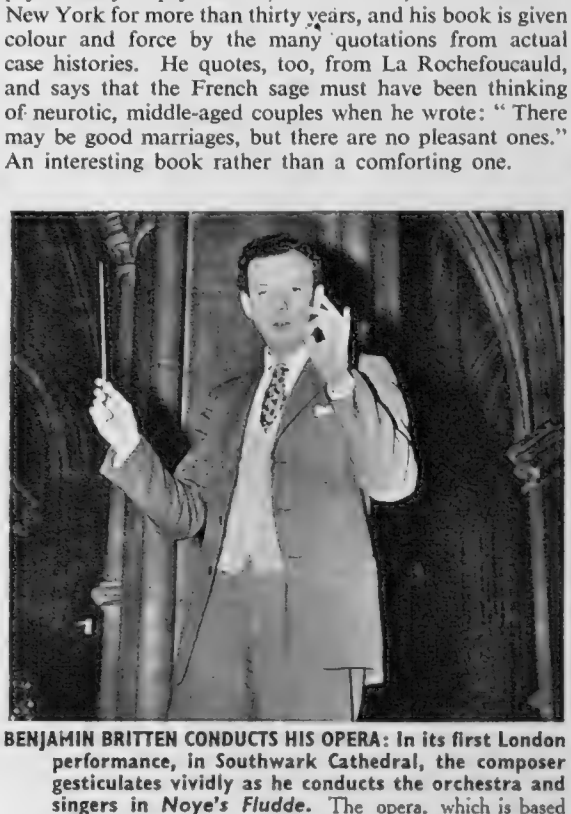
He had a bash, to use his allies' term, at a number of things and he made some exceptionally good jokes, but this is not a record of espionage as we have had them. It is enlightening, alarming and very, very funny in places. It is also the story of some brave and gallant men.

Mr. Evelyn Waugh is not a man who seeks to endear himself to the public, to enquirers, or to persons who call on him unannounced, and the jacket of EVELYN WAUGH: PORTRAIT OF AN ARTIST (Chapman and Hall. 21s.), a new critical study by Mr. Frederick J. Stopp, supports this view of him. It is a photograph showing Mr. Waugh, plump, forbidding and cigar-holding, gazing with attention but little amity at the photographer over a gate clearly marked: *Entrée interdite aux promeneurs.* This portrait of an artist is endorsed by an intelligent and serious assessment of Mr. Waugh's work up to the present, an objective chapter on his career and detailed analyses of his books.

STEPS (Cassell. 30s.) is a collection of some of Mr. Robert Graves's stories, talks, essays, poems and studies in history, their initial letters forming the title in the kind of mild, Georgian joke which this writer enjoys. It is a rich field for research by the admirer of this immensely varied poet and prose writer, and it is worth noting that the twenty-two poems included are all new. Of the rest, most of the prose pieces have already been published in America, but they can, perhaps, be read with more tranquillity in the present edition.

Mr. Victor Gollancz has written a brief but powerful book which is concerned, as he explains, with the moral case, as it is usually called, " in favour of unilateral nuclear disarmament; or, as I should prefer to call it, the spiritual or religious case." Mr. Gollancz does not ask the reader to take it for granted that the policy he advocates is the right one, and to act on that assumption, but to feel a passionate concern; to realise his responsibility; to make up his mind; and, when he has done so, to support, oppose or seek to modify what " they " (" they " of the moment) may be doing, by all the means in his power. It is a forceful piece of writing, with much feeling and much thought behind it. The only two illustrations are photographs, one of a savage's face as he listens to the music of Mozart; one of a victim of atomic burning. THE DEVIL'S REPERTOIRE or NUCLEAR BOMBING AND THE LIFE OF MAN (Gollancz. 10s. 6d.) is a book of the moment.

Dr. Edmund Bergler has a less catastrophic problem to discuss in THE REVOLT OF THE MIDDLE-AGED MAN (Bernard Hanison. 30s.), for he is interested in that stage of a man's life at which, says the author, he so often rebels, in his forties or fifties, against the pattern of his life, and frequently expresses his inner turmoil by leaving home, having affairs, a divorce and wrecking more than his marriage. Dr. Bergler has been a practising psychoanalytic psychiatrist, we are told, in Vienna and New York for more than thirty years, and his book is given colour and force by the many quotations from actual case histories. He quotes, too, from La Rochefoucauld, and says that the French sage must have been thinking of neurotic, middle-aged couples when he wrote: " There may be good marriages, but there are no pleasant ones." An interesting book rather than a comforting one.



BENJAMIN BRITTEN CONDUCTS HIS OPERA: In its first London performance, in Southwark Cathedral, the composer gesticulates vividly as he conducts the orchestra and singers in *Noye's Fludde*. The opera, which is based on the Chester cycle of miracle plays, was performed at this year's Aldeburgh Festival. Many of the Suffolk schoolchildren taking part then appeared in the London performances.

THE MAN WITH TWO SHADOWS (Longmans. 12s. 6d.) is Robin Maugham's new novel, an adventure story on two levels, for it is about a young man who has suffered a serious head wound during the war in the Western Desert, is invalided out of the Army, but later returns to Egypt to work for Intelligence. In this capacity his exploits make exciting reading, but his life is tragically complicated by the after-effects of his injury, which cause black-outs lasting hours, during which periods he has neither knowledge nor memory of what he has done where he has been. The technical side of the tale is hand with a kind of familiar ease, and I admired Ro Maugham's highly naturalistic dialogue.

THE INCIDENT (Cassell. 16s.) is a sea story t has more than its share of gruesome moments but, the last book, a very real excitement. A ship in Pacific, in peace-time, is shelled without warning and survivors hunted down in their boats by an unidentif submarine. Mr. Marc Rivette writes of the little gro of men and, in a series of flashbacks, about their li up to these hours of crisis. The device is not a n one, but he handles his plot confidently.

Mr. Roy Farran, now a writer and farmer in Cana had a most distinguished war career and a highly publici post-war one, when he was engaged in counter-terro work in Palestine. He has also written several books, which the latest is a novel, THE SEARCH (Colli 13s. 6d.); the story of a man who, restless after the w emigrates to Canada, too, but has no further identificati with the author. This is a story of passions; of suspicio love and near-hatred, and Mr. Farran writes with soldierly command of language.

OF AGE AND INNOCENCE (Michael Joseph. 21 is by Mr. George Lamming, one of the most noteworth of the new school of West Indian novelists, and setting is, naturally enough, the Caribbean, with its cha of lovely islands, remote or tourist-infested, peaceful seething. In the island of which he writes—the bo gives a highly imaginative picture of what such sm countries can be—Mr. Lamming has shown a commun which has the potential sweetness and the lack of ca of a cauldron of sugar near the boil. Both politically a through religious beliefs, the situation is a dangerous o and it is inevitable that there will be one spark, o catalyst, to resolve it into its predestined parts. The sto might with advantage have been cut, but the author h a poetic touch, and if occasionally he over-writes, never writes obtusely.

From Canada comes Mr. Robertson Davies' no about a young and modest singer who unexpectedly g a chance to leave her choir and her job in a glue-wor and come over to London for training. A MIXTUR OF FRAILTIES (Weidenfeld and Nicolson. 16s.) is likable, rather formless story, full of good will, and ev more packed with good, technical observation of t professional world of music.

WESTERING (Weidenfeld and Nicolson. 13s. 6 is a story of American pioneering days and a good on A group of people leaves Independence, Missouri (M Harry S. Truman's home town, incidentally), and mak for the West with Oregon as their goal. It is 1845 a Red Indians are a very real threat to their safety, but are the discords among the adventurers themselve Written with plenty of colour and spirit, and recommend for its complete lack of sentimental padding.

Vernon Fa

AN EIGHTEENTH-CENTUR FRENCH CARDINAL

A Biography of Pierre de Bernis

SUCCESSIVELY laughing diplomat, reluctant statesman, and dedicated churchman, François-Joachim de Pierre de Bernis, a devotee of the French monarchy, was fated to live his life in the shadows cast by the waning glories of eighteenth-century France. When de Bernis was born, Louis XIV, demi-god of a magnificent age, was carried to his grave amid the curses of his subjects eager to celebrate his death because they had hungered too often while he was alive. When de Bernis neared his own end he was to learn from the comparative calm of Rome of the murder of Louis XVI. Sir Marcus Cheke, in his full-scale biography of this agreeable man, has presented a remarkable picture both of the man and of his age. More than that, he has revealed a man who had the strength of character to outgrow his early frailties. In later life de Bernis became a churchman and an envoy of France who won the admiration of Europe and deserved the thanks of his countrymen. THE CARDINAL DE BERNIS (Cassell. 25s.) is a timely tribute to a somewhat neglected figure. Sir Marcus is clearly a keen admirer of the man whose character he delineates so well, and in his closing lines he sums up de Bernis in one admirable sentence: " The frailties of his early life belonged to his century, while his greatness was all his own."

This week a number of illustrated gift books call for special attention, and, one among them, a Book Society Recommendation, makes a particular appeal to the not so young who look back with pleasure to the theatre in THE GAY 'TWENTIES (Macdonald. 30s.). J. C. Trewin presents a parade of shows, mostly gay, which delighted audiences in those restless years after World War I. " The wayward year " is Trewin's description of 1920, when Matheson Lang was burned at the stake every night in *The Wandering Jew*, and in *The Garden of Allah* everyone wept like anything to see such quantities of sand. The author reviews each year of the decade with obvious personal pleasure at the memories evoked and a great gusto for the theatre, making the fullest use of contemporary photographs. Mr. Trewin, assisted by Raymond Mander and Joe Mitchenson, bring the years to life vividly and nostalgically.

Another theatrical symposium is Volume V of SHAKESPEARE AT THE OLD VIC (Hamish Hamilton. 25s.). Here Mary Clarke deals in words a pictures with memorable productions of *Hamlet* (Joh Neville's Prince of Denmark), *Measure for Measur King Lear*, *Twelfth Night* and a *Midsummer Night Dream* (Frankie Howerd's Bottom the Weaver). Th photographs are excellent, as one would expect fro Angus McBean, Houston Rogers, Tony Armstron Jones and David Sim.

Tony Armstrong Jones obviously knows and lov London, and it is not just the London a fashionabl photographer is expected to know, the places where sma weddings take place, and where the caravanserai o society junketing proceeds on its well-ordered way Mr. Armstrong Jones delights in the moment of photo graphic truth, as can be seen in LONDON (Weidenfeld & Nicolson. 30s.). Some of his best pictures come from th vice area of Stepney, the markets of Bethnal Green, th pavements of the City, and the taverns of the West Indi Dock Road. This is a thoughtful piece of work, a strang thing to say, perhaps, about an album of photograph

THE CONNOISSEUR YEAR BOOK (National Magazine Company. 25s.) never fails on the score o variety, and the 1959 edition is no exception. Geoffrey Beard's illustrated description of Temple Newsam House Yorkshire, is excellently done. This former home of th Earls of Halifax has been since 1922 a leading museum of the decorative arts. Gregor Norman Wilcox writes about Tryon Palace, the Royal Governor's residence in the old colonial capital at New Bern, North Carolina, and Ifor Edwards makes a fine contribution on the work of Robert Davies, the great Welsh gatesmith. There are some striking photographs illustrating Alec Clifton Taylor's article on " The Church Towers of England."

INVESTMENT PHILOSOPHER

Bernard Baruch has been a name well known in England for decades, partly because of his friendship with Sir Winston Churchill. He has wielded great influence behind the scenes as adviser to more than one American President. In the first volume of MY OWN STORY (Odhams. 21s.) he does not tell us very much about how he did it. But we learn a lot about why he was able to do it.

With many handicaps to overcome as a Jew in his early days, he was a man to be reckoned with on Wall Street before he was twenty-five and a millionaire at thirty-five. He began as a gambler and multiplied his millions as an independent "investor" with a confident formula based on the belief that you can't keep American big business down and that the time to buy is slump-time, once you have vetted the inherent soundness of a business proposition. Shrewdness, the wisdom of experience of men and business, the authority of great wealth and success and independence of character have given him the right to give advice to statesmen, and of what influence we shall hope to hear more. In this volume he paints a colourful and exciting picture of how big money can be and has been made on Wall Street by backing your own judgment and disregarding rumour. He left me under the impression that of all the great American financiers, only J. P. Morgan conformed to the most rigid standards (idealised, at any rate) in the City of London.

He gives a charming account of his holiday home of 17,000 acres in South Carolina—Hobcaw Barony; and the earlier chapters there are vivid and sympathetic pictures of his parents, memoirs of the Civil War and of the struggles in the face of poverty and prejudice of the large and devoted family of a country doctor. The book, which is exciting, rings true throughout. Nothing is hidden and nothing set down in malice.

VICTORIAN SCANDAL

The complacency of the mid-Victorian age in the matter of morality in high places was first jolted by the Mordaunt divorce case in 1870, and was cracked by the Dilke case sixteen years later. The Parnell and Pigott cases completed the work and banished the notion that beards were a badge of virtue, baronets worse than other men, and young women in society all as virtuous as nuns.

Sir Charles Dilke had risen high in the Liberal hierarchy at an early age, and by the mid-'80's was regarded as the likely successor to Gladstone. He was hard-working, well-informed and rather prosy, hand-in-glove with Chamberlain and respected by the G.O.M., Hartington and Manning, but *persona ingrata* to the Queen on account of his vigorous republicanism. Then, like a bolt from the blue, his political career was ruined by a divorce scandal. Mrs. Crawford, the "child-wife" of a Scottish M.P., admitted adultery with him and, in a later attempt to rehabilitate his reputation, he was convincingly proved to be a scandalous womaniser and she and some of her family promiscuous nymphomaniacs.

Perhaps he was badly advised, no doubt many lies were told in the witness-box, but it is fair to say that the judges and counsel involved were all sound men who understood the rules of evidence. His fall was inevitable on the standards of his day, even if one concedes a 60 per cent. margin of perjury. He got back at last to Parliament but never to office, and spent much of his useful remaining years seeking evidence to rebut some of the charges. But these proofs were inconclusive and the whole truth will never come out. In SIR CHARLES DILKE—A VICTORIAN TRAGEDY (Collins. 25s.) Mr. Roy Jenkins, M.P., has written a clear and admirable and very exciting biography of Dilke, his rapid rise and tragic fall. He was never wholly abandoned by his party chiefs. The broadmindedness of Gladstone, Manning, Morley and Chamberlain in the face of the scandalous revelations are as remarkable as their adroitness in keeping him out while keeping in with him.

John Gore

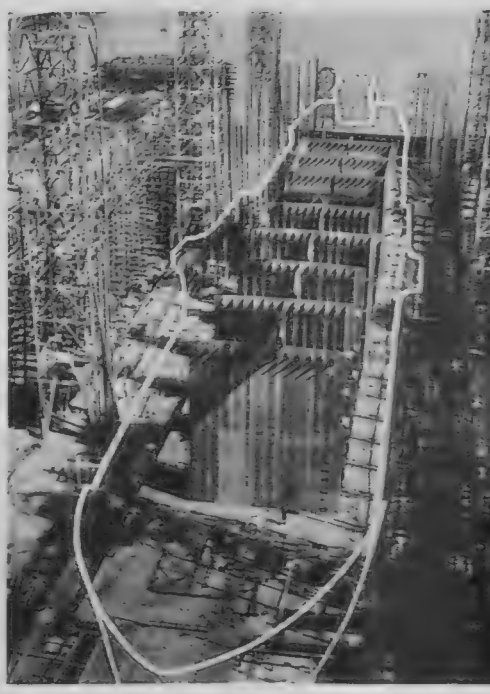
THE NEW YORKER ALBUM OF SPORTS AND GAMES (Hamish Hamilton. 30s.) is a collection of 150 cartoons chosen by the editors of the celebrated magazine from the thousands on this subject which have appeared in their pages. This is the rich collection one would expect it to be.

MY LIFE IN ART (Andre Deutsch. 42s.), the work of Ludwig Bemelmans, contains thirty-four plates in full colour, twenty-eight drawings in black-and-white, and a wealth of wisdom garnered by Mr. Bemelmans in his artistic career. Paris and Parisians dominate the artistic scene, for that is where Bemelmans has derived his greatest pleasure as an artist, despite his fondness for his childhood home by the shores of Austria's Traunsee.

Perhaps the most lavish single volume produced for the ornithologist in recent years is E. Thomas Gilliard's LIVING BIRDS OF THE WORLD (Hamish Hamilton. 84s.). Mr. Gilliard is Associate Curator of Birds at the American Museum of Natural History. In a text of some 100,000 words he discusses all the known bird families and sub-families, including some 1,500 species. There are 400 illustrations in this lavish volume, over 200 of them in full colour.

R. C. E.

A PIPE-LINE: This aerial picture shows a section of the Palmarejo-Cardon line in Venezuela. Modern steel pipe-lines for carrying oil usually consist of welded lengths of pipe 30-40 ft. long and varying in diameter from under 6 ins. to more than 2 ft. 6 ins. Their construction is expensive, but when built the maintenance costs are less than for road or rail transport.



OIL IN SMALL AND LARGE QUANTITIES: *On left*—Cylinders of Shell "Butagaz" are carried by a pony up the Alps to a mountain cabin in Switzerland. In the background is Piz Palu. *On right*—The bulkheads have been built in a tanker under construction. Superimposed in white outline is the shape of the tanker as she will appear when completed.

KEROSINE FOR SALE BY THE BOTTLE: A young girl carries her wares on her head in Ibadan, in Western Nigeria.

TRAIN-LOADS OF OIL: Rail tank cars stand on the lines at Tandjong Priok, in Indonesia. Beyond them are stacks of oil-drums. Tank cars normally have a capacity of 10 to 20 tons. Large ones can hold up to 50 tons. Road tankers also differ in size for various purposes.

CONTRASTS IN TRIPOLI: A pony and cart with one barrel approach a tanker and trailer filling up at the installation at Fesclum.

CARRYING THE WORLD'S OIL

It is estimated that the world to-day requires 800,000,000 tons of oil every year. This obviously presents not only problems of production, but also of distribution. The latter is made possible only by a vast transport network and can best be seen as operating in three stages: from the oilfield to the refinery; on to the distribution point; and from there to the service station or individual customer.

The chief means of transportation from the oilfield to the refinery are the pipeline and the ocean-going tanker. Rail and road transport is also used for hauling the oil to the coast, but the pipe-line, though costly to construct, is more economic to maintain and more efficient. Ocean-going tankers represent a quarter of the world's entire merchant fleet and every day 14,000,000 tons of petroleum and its products are at sea. From the refinery to the distribution point, transport again is in bulk, though not in such large quantities. As the oil approaches the consumer, its variety of form is greater, but the unit load carried is less—in coastal tankers, river barges and smaller types of rail and road wagons. In difficult country the pony and cart or the pack-horse are pressed into service to carry a small number of cylinders, barrels or drums. In Nigeria a common measure of sale for domestic kerosine is in bottles, usually beer bottles being put to a further essential use.

NEW DAIMLERS NEXT YEAR

The Prices of British Sports Cars, the Monte Carlo Rally; Italian and British Car Stylists; a New Approach to London Traffic Problems, and Motoring Books

By "THE SPHERE" MOTORING CORRESPONDENT

THERE is good news from Daimlers. Next year they are introducing a new range of cars. They will be of advanced design and in the medium-price range. The engine, which has been under development for two years or more, will be a V-8 unit of 2½ litres. Power output, I am told, will be exceptionally good for an engine of this size. First of the new models will be a low-slung sports two-seater with a top speed around the 110-m.p.h. mark. It is likely to have a plastic body. This sports model is scheduled for announcement in the autumn of 1959. It may be one of the top exhibits at the next Motor Show. A 4- to 5-seat saloon will follow later. I am only guessing, but the price may be around the £1,500 mark. Britain is rich in sports cars already, but there is always room for a good new-comer.

The prices of existing British sports models vary considerably. Here are a few samples : 2-litre Triumph TR3, £1,049; 2·6-litre Austin Healey, £1,226; 3·6-litre Jaguar XK 150, £1,763; 2-litre A.C. Ace, £1,783. The announcement of these new models is further evidence of the new outlook in the Daimler Company since Mr. John Sangster assumed control of the B.S.A. Group and put his old colleague, Mr. Edward Turner, in charge of the automotive division, which includes Daimlers. A Daimler spokesman has said the new models will be of "strikingly modern conception," though I understand the mechanical specification is unlikely to incorporate any revolutionary features. Both sports and saloon models are almost certain to have disc brakes, but I understand they will not be independently sprung at the rear.

It is difficult to believe that in just over seven weeks' time the Christmas festivities will be nothing but an expensive memory and the Monte Carlo Rally under way. It begins on Sunday, January 18, and there are nine starting-points: Athens, Glasgow, The Hague, Lisbon, Munich, Paris, Rome, Stockholm and Warsaw. The organisers have made provision for 340 starters and Britain has been allocated ninety-five places. A committee of the R.A.C. spent many hours recently sorting out the 150 applications it had received from motorists anxious to get one of those ninety-five places.

Under the Rally rules they made their choice largely on the basis of previous rally experience. After picking the ninety-five most eligible applicants they also nominated forty-four reserves who may get places in the Rally if the organisers find that other countries have not taken up their full quota of Rally places. Glasgow is again the favourite starting-point for British entrants. Fifty-four cars will start from that Scottish city, plus any foreign drivers who choose it. The other British entries have picked these starting-points: Stockholm 15, Paris 11, The Hague 6, Lisbon 5, Warsaw 3, Athens 1. The lone Briton starting from Greece is Peter Harper, No. 1 driver for the Sunbeam Rapier team. The three Britons who have opted to start from behind the Iron Curtain—from Warsaw—are Mr. A. B. Fraser, of Hildenborough, Kent (Sunbeam), Mr. Gregor Grant, Editor of *Autosport* (Sunbeam), and Mr. G. P. Jopp, New Malden, Surrey (Wolseley).

A lot has been said and written of late about the use that is being made by British car manufacturers of Italian stylists. Some say it is a splendid thing. Others have gone on the record as saying they think there is plenty of styling talent in Britain; that there is no need to enlist the help of people like Farina, Ghia, Michelotti, and Touring. I think the main fact to bear in mind is that our car chiefs have at last admitted that not all their models are as good-looking as they might be; and that if they are going to hold their end up in the export markets they must pay increasing attention to how their cars *look*, as well as to how they *perform*.

Every year, in connection with the Motor Show, a private coachwork competition is organised by the Institute of British Carriage and Automobile Manufacturers. The results have recently been announced, and I was interested to see that one of the most successful firms was the Rootes Group, who, using British talent, have evolved a range of cars that are among the best-looking in Britain. Not surprisingly, they won five gold medals and three silver ones in this Motor Show coachwork contest. It was a consistent performance, the eight medals being shared by five different Rootes models: Sunbeam Rapier, Humber Hawk, Humber Super Snipe, Hillman Minx and Singer Gazelle. Much of the credit goes to Mr. Bernard Winter, the Group engineering director, but it is well known that both Sir William Rootes and his brother, Sir Reginald, have a very big say on this subject of styling.

The Standing Joint Committee of the R.A.C., A.A. and Royal Scottish Automobile Club came out with some sound comments the other day on the subject of London's traffic problems. They called for a thorough review of what they termed "the existing complicated machinery" They told the Royal Commission on Local Government in Greater London that no real progress can be made in bringing about an improvement in London's traffic and transport arrangements "unless there is a strong sense of central direction."

FORDS FOR THE UNITED STATES: The 100,000th British-built Ford to be exported to America since the company started its export drive ten years ago is hoisted aboard the *Queen Elizabeth* at Southampton. It is an Anglia, built at Dagenham, and has been covered with hundreds of signatures of Ford employees, from chairman to office boy.

When you come to look at it, there really are too many different bodies with a finger in the traffic pie. Here are a few of them: Ministry of Transport, London and Home Counties Traffic Advisory Committee, London County Council, the other county authorities, the Metropolitan Traffic Commissioner and the Police—not to mention 127 separate highway authorities! What we need is a kind of Traffic Dictator for London: an expert whose word would be law (subject to an overriding veto by the Minister of Transport himself) after listening to the views of all the interests concerned with individual problems.

It should not be possible for vested interests to interfere with and hold up a scheme like that for taking traffic *over* Hammersmith on a long fly-over viaduct. Obstruction from the L.C.C. and Hammersmith Borough Council has seriously delayed this vital feature of the Cromwell Road extension. Narrow local interests should not be allowed to hold up the development of such an important traffic artery. This exit to the west and south-west from Britain's capital city is so important that it must be treated more as a national matter than a local problem.

The 2½-mile by-pass at London Colney Hertfordshire, which Mr R. A. Butler opened the other day, is a fine stretch of highway It shows what can be done when this problem of the roads is tackled in the right way. This is not a motor road in the strict sense of the word, for cyclists, mopeds, farm-carts and pedestrians are allowed to use it. But it has no side turnings and is designed for a speed of 60 miles an hour. Bridges of reinforced concrete take the new road either over or under roads and waterways. The road has twin tracks (I try to avoid that horrible word carriageway) with two 12-ft. traffic lanes on each. There is a wide central strip and roomy verges and there will be no difficulty in widening the road to provide six traffic lanes when the need arises (which it may do earlier than many people think).

John Laing and Son, Ltd., who are also the contractors for the 55-mile London-Birmingham motorway, built this £400,000 London Colney by-pass in thirteen months—two months ahead of schedule, in spite of bad weather. After Mr. Butler had cut the tape the new road was immediately thrown open to traffic. The difference in London Colney's main street was amazing This traffic-ravaged township suddenly enjoyed a peace it had not known for many years. Local business people may complain, but Britain's new highways are going to confer enormous benefit on traffic-ridden towns that will become relatively quiet backwaters.

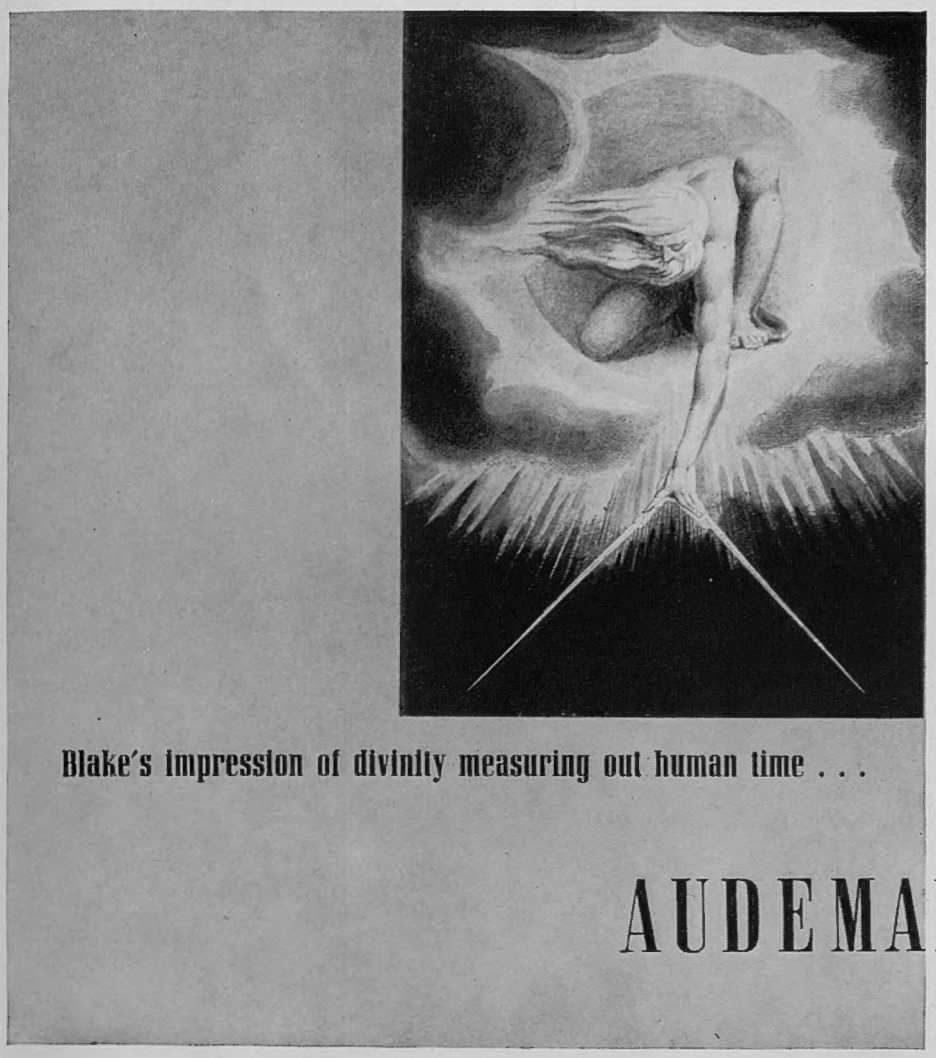
A number of good motoring books have been piling up on my desk. Let us take a quick look at some of them. *British Grand Prix* (Hutchinson. 21s.) is a book about motor racing by Richard Hough, who has already written *Tourist Trophy*. In his latest work he traces the history of Grand Prix racing in Britain since the first Grand Prix event was held at Brooklands in 1926 Hough has tried with some success to recapture the atmosphere of the old days. His book is well-timed It comes out at the end of a season in which a British Vanwall has won the manufacturers' championship, and in which a British driver—Mike Hawthorn—has won the world racing drivers' championship with another Briton, Stirling Moss, as runner-up.

Another first-class motor-racing book is Norman Smith's *Case History* (Autosport. 30s.). He recalls the exploits of several famous marques, including those bearing such magic names as Alfa-Romeo, Mercedes-Benz, Lago-Talbot and Delage. Smith deals factually and sympathetically with the failures and heartbreaks of many of the most famous teams, as well as recording their triumphs.

A refreshingly new approach to the subject of motor racing comes from the pen of Rex Hays, Britain's famous builder of models of historic racing cars. In *Tribute by Trophy* (MacGibbon and Kee. 25s.) Mr. Hays uses models he has built as the starting-point from which to reflect on the successes and failures of these cars and to sketch the personalities of the men who owned and drove them.

If it 's laughs you want, I can strongly recommend Ronald Collier's *More Bees Under My Bonnet* (Motor Racing Publications. 8s. 6d.).

VAUXHALL VICTORS FOR HAWAII: A shipment of 123 Victors is lined up at a transportation terminal in Honolulu. Hawaii is a fast-growing market for European cars. For the first nine months of 1958 it accounted for 36·4 per cent. of all registrations. The first Vauxhalls were shipped in 1957. This year the Victor heads the sales of "foreign" cars.



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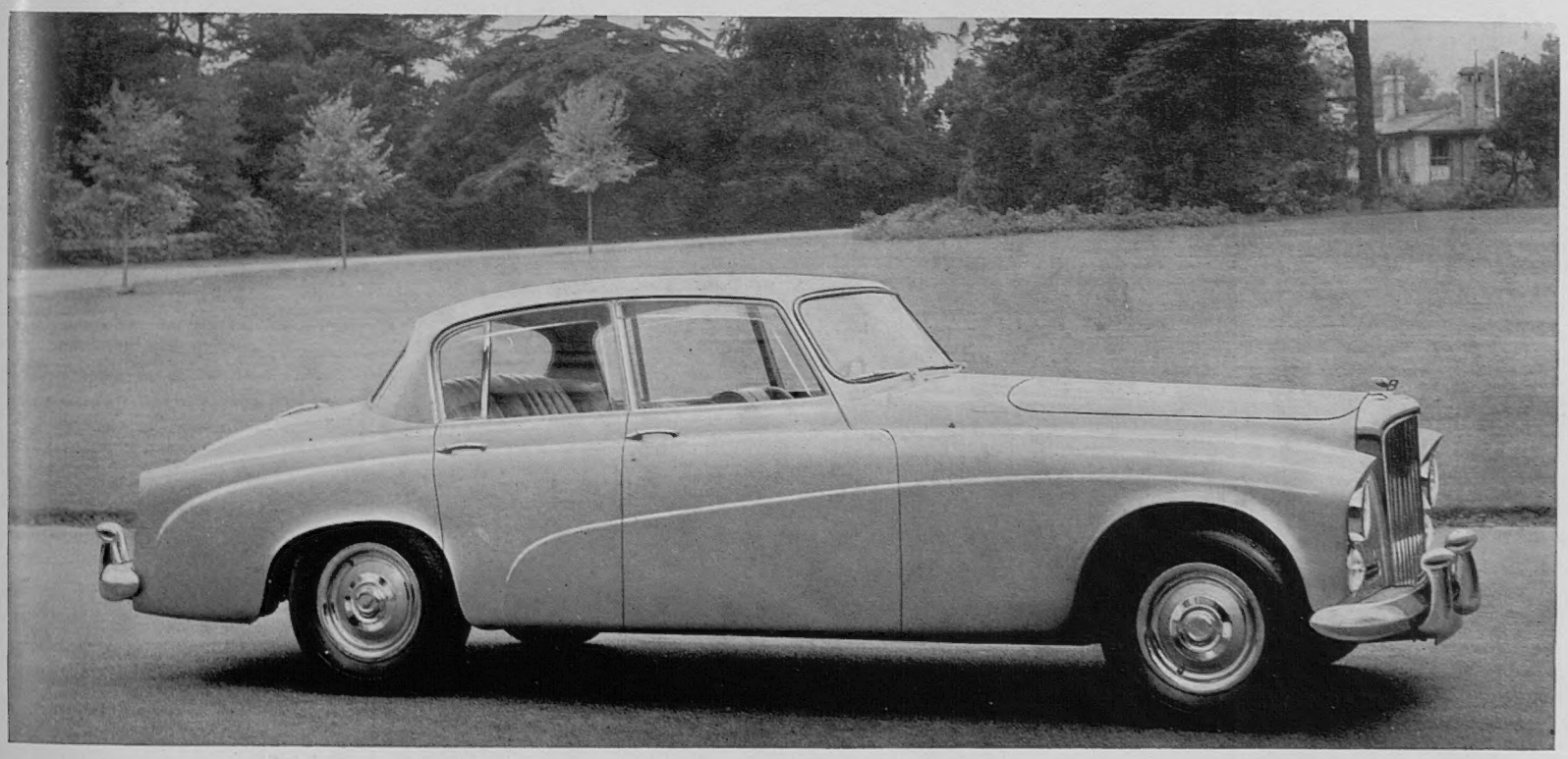

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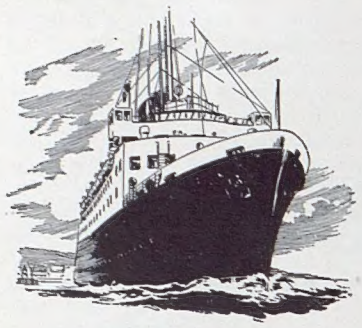
The leisurely way to FRANCE



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Full information, tickets and reservations from principal travel agents or Continental Enquiry Office, Victoria Station, London, S.W.1

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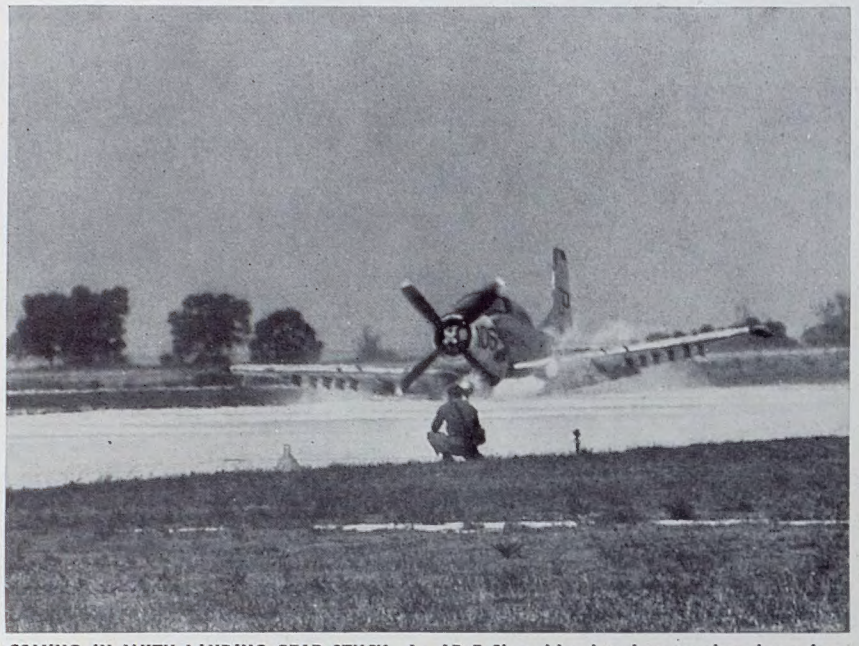
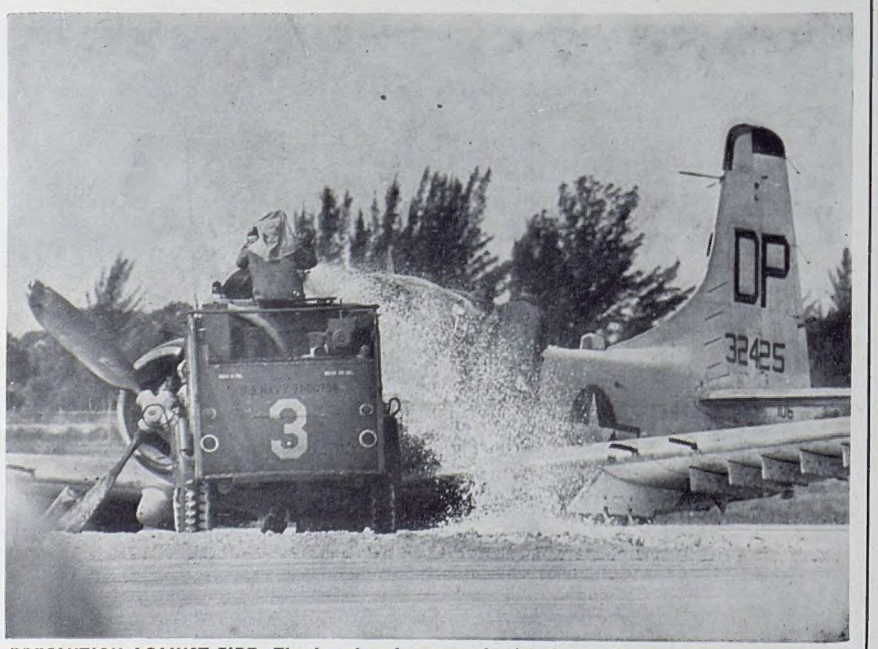
"BELLY-LANDING" A BOMBER

An American Aircraft Demonstrates Landing Without Serious Mishap

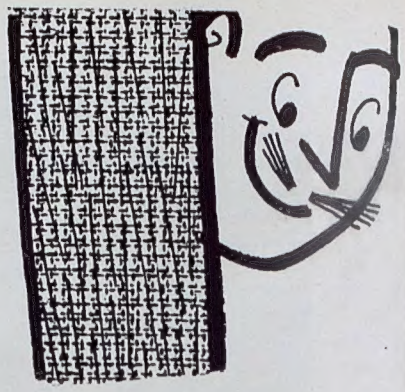


COMING IN WITH LANDING GEAR STUCK: An AD-5 Skyraider bomber touches-down in a demonstration of a belly-landing at the Marine Base at Opalocka, Florida, U.S.A. On approaching the airfield, the pilot had signalled that his landing gear was jammed. He had jettisoned an auxiliary gas tank and was preparing to make a belly-landing. The ground drill for this was immediately put into operation by the Field Operations Officer. He ordered a number of precautions to be taken. These included the spraying of the runway with foam to slow the pace of the landing of the aircraft and to stifle any fire which might break out.

THE PILOT JUMPS TO SAFETY: As the Skyraider comes to a stop, he slides back the canopy of the cockpit and pulls himself out. The helicopter hovers nearby to observe. Its crew are ready to come down and pick up the pilot if he is injured or in difficulty.



PRECAUTION AGAINST FIRE: The bomber is sprayed with foam after the pilot has left it. The operation is now successfully completed. Belly-landing is an emergency technique with which pilots and crews of the U.S. and many other air forces are familiar.



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